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# Navy News

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No. 208, 18th YEAR, OCTOBER, 1971

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The Prince greeted at Dartmouth by Major-General Sir Julian Gascoigne, Deputy-Lieutenant of the County.

## Singapore run-down

When the flag of Rear-Admiral J. A. R. Troup, Commander Far East Fleet, is lowered at sunset on October 31 over his headquarters in Singapore Base, a naval command which has existed for more than 150 years will come to an end.

From 0001 on November 1, Rear-Admiral D. C. Wells of the Royal Australian Navy will assume command in Singapore of the Australian, New Zealand, and British sea, land, and air forces under the Five Power plans for the defence of the republic and Malaysia.

Commodore S. Clayden of the Royal Navy will be the senior officer of the new ANZUK command's naval component — generally four Royal Navy, Royal Australian Navy, and Royal New Zealand Navy destroyers or frigates, and a Royal Navy or Royal Australian Navy submarine.

Other Royal Navy ships in the Far East, including the

major vessels which will continue to operate and exercise in the region, will be controlled directly by the Commander-in-Chief Western Fleet from Northwood.

Except for facilities retained for ANZUK (including the main block, most of H.M.S. Terror, and part of stores basin complex) the transfer of land and buildings in the Naval Base to the Singapore Government will have been completed.

From November 1, only a small Service and civilian staff will remain in Singapore to complete outstanding tasks.

(Continued on page 40)

## WELCOME TO THE PRINCE

Stepping out of his blue open-top Aston Martin, a smiling Prince Charles officially entered the Royal Navy on September 15 when he was greeted at the Royal Naval College, Dartmouth.

There to welcome him were the Deputy-Lieutenant of the County, Major-General Sir Julian Gascoigne, the Commander-in-Chief Naval Home Command, Admiral Sir Horace Law, and the Captain of the College, Capt. A. G. Tait.

In fact the Prince had arrived the previous evening and dined with Capt. Tait. For the "ceremonial" he just had to motor around from the back of the College to the parade ground,

joking to Capt. Tait, "I've had a long drive, sir."

In the uniform of an acting sub-lieutenant, Prince Charles had "wings" on his sleeve as a reminder of his Royal Air Force training.

After a six-week graduate officer's course at Dartmouth, the Prince will join the guided-missile destroyer Norfolk for nine months' sea duty, which is expected to include a visit next year to Canada.

Meantime, the Prince's ship has been having an interesting time in the Mediterranean.

(Continued on Page 40)

(HE JUST MISSED THIS!)



Lovely Turkish dancer entertains on board Prince Charles' ship-to-be H.M.S. Norfolk, at Izmir.

**WOW! WHAT A WELCOME!**



## Circulation now 37,000

Navy News sales in the first half of this year showed an average monthly increase of 5,670 compared with the corresponding period of 1970.

Net sales figures certified by the Audit Bureau of Circulation were: January-June, 1970, average of 31,335 per month; January-June, 1971, 37,005.

The September issue of Navy News achieved a circulation of 53,000 — the highest monthly total in the paper's history.

Ruth Tindall, carnival queen attendant, greeted by LS Mick Lawford and AB Jim Fairlie, on arrival aboard H.M.S. Diomedé at Chatham to sell King George's Fund for Sailors flags.

Picture: Russ Whalley

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## Drafty's Corner

## WHEN IS AFLOAT NOT AFLOAT

# Can the Drafting Cycle get a puncture?

We all know that the drafting cycle of men in General Service comprises a spell afloat followed by a spell ashore followed by a spell afloat . . .

So how does it happen that some men seem to get two shore jobs — or two sea jobs in a row?

To take the easy one first, a man may serve in two ships in succession if he volunteers. He may also find himself in a ship which is due to pay off long before his normal spell of sea duty is completed.

Drafty may know that "H.M.S. Imponderable" is due to be modernized in a year. He also knows that a year at sea for most rates will mean the barest few months ashore subsequently because so little roster adjustment will have been earned. So he will deliberately draft men to the "Imponderable" for one year in her, to be followed without a

break by a further 15 or 18 months in some other ship.

Needless to say he will not know which other ship at the time he writes out the draft. So if your draft order to your first ship has an Estimated Relief Date obviously later than the paying off date of the ships you are to join — it is almost a dead ringer that you will be through drafted to another ship.

## As a lump

The whole experience will be regarded as one lump of sea service. The adjustment gained will take into account both jobs. Emergencies apart, the total time

in the two ships will not exceed the maximum of 30 months — unless you volunteer.

One curiosity is just being altered. Until last month H.M. ships Rapid and Caprice were regarded as being on Port Service despite the recent race in which the Rapid was almost the fastest ship in the Andrew.

These two ships never go very far afield and are seldom away for long — hence the reason they were considered to be on Port Service. So it was possible to come ashore from the ocean-going fleet, join one of these ships for Port Service and then go back to GSS afterwards.

However they are, indeed, ships and mobile ships at that, so the MOD(N) recently decided to convert them to Home Sea Service.

## Shore job

So much for the man who has two ships in a row. What about his oppo who has shore jobs in a row?

First, what is his sea:shore ratio like? If he is a senior rate with a low sea:shore ratio it is obvious that there will be a long spell ashore after a sea job.

Clearly it is sensible to give people a variety of jobs and not to leave them in the same slot indefinitely.

So after a suitable spell, Drafty will move them on.

If they were not lucky with their preference area at first, there may be a chance to put things right. Or if someone has been hogging a much-sought after billet for too long . . . !

But for most men there is only time for one billet ashore between ships. Its length depends on the roster adjustment gained in the previous sea billet and, as we've said, on the category involved. The lucky lad down the street may not be so lucky after all. He may look fine from the outside, but inside he is harbouring all sorts of "lurgi." Although a long sea voyage used to be regarded as the cure for almost anything, the doctors now reckon they can mend some people better ashore.

## Welfare problem

Then there may be a welfare difficulty which puts a man on the beach for the time being. He probably will not want to discuss this even with his best friends, so it may not be obvious why he has two shore jobs on the trot.

But for every medical and welfare case there are several men who get a second shore job — abroad. Anyone who is detailed for LFS and is not accompanied is in fact on sea service even though it may not feel like it. So a spell of nine months in Victory, followed by Tamar for 15 months unaccompanied is not two years ashore at all . . . !

## Definitions

For the great majority of men who are not under any form of drafting restriction, sea and shore jobs follow one another.

And the definitions? Afloat means service in a ship which moves, or unaccompanied service abroad. Ashore means service in ships which cannot move — refit after the eighteenth week or permanently moored and all other service on terra firma either at home or abroad.

\* If you must make comparisons of your horrible luck with some lucky bloke ashore, do remember to compare like with like, i.e. same rating and SQ.

With boards in session in October dealing with selection for Chief, Drafty has provided answers to some of the questions which might have arisen on the new system. See his article on page 29.

## Exchanges of drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

R. Martin. MEM 1. FMP Offices, Coaling Pier, H.M. Dockyard, Portland (over six months). Will exchange with any MEOW on any Chatham or Portsmouth-based ship.

G. Watson. AB(QR2). A 14 Mess, H.M.S. Pembroke. Drafted to H.M.S. Ark Royal January 10, 1972. Will exchange for any Chatham or Portsmouth-based ship or shore establishment.

P. Myers. OEM 1. H.M.S. Excellent (over six months). Will exchange for H.M.S. Neptune or H.M.S. Cochrane (over six months).

S. Smith. CEM. 4L2 Mess, H.M.S. Ark Royal. Drafted to H.M.S. Osprey (FMU), over six months, November 11. Will exchange for Plymouth-based ship or Plymouth shore base.

C. L. Borg. POMA. H.M.S. Dolphin. On draft to ATURM, Poole, November 17. Is any commando-trained LMA or POMA willing to accept?

P. J. Jackson. Std. H.M.S. Whitty. Will exchange for any Portsmouth or Chatham-based ship or any shore establishment.

A. Rogers. REMN 1. 2 Mess, H.M.S. Collingwood (staff). Will exchange for any Plymouth area shore base.

F. Hepple. AB(GL2)(SCA). H.M.S. Minerva. Expected to return from Persian Gulf to U.K. early 1972. Will exchange for H.M.S. Nubian or any shore base in Rosyth area.

M. T. Jones. REM(A). Grove House, 2, Wood Lane, Falmouth. Drafted to H.M.S. Ark Royal, April, 1972. Will exchange for any married accompanied draft — preferably Culdrose.

M. Keir. MEA (H) 1. Medway House, H.M. Dockyard, Chatham. Drafted to H.M.S. Bulwark, December 13. Will exchange for any Chatham-based ship.

C. Dart. POAF(AE). 820 Squadron, H.M.S. Blake. Drafted to Portland (over six months), January, 1972. Will exchange for draft of similar expectancy to RNAS Culdrose.

W. Henderson. L. Std. H.M.S. Fawn (base port, Plymouth). Will exchange with Rosyth-based ship or any shore station, preferably Scotland.

R. B. Jones. RO1(G). H.M.S. Mauritius, BFPO 161. Drafted to H.M.S. Brighton, January 31. Will exchange for any Rosyth / Port Edgar ship / shore base.

C. G. Chatterton. REA 3. H.M.S. Collingwood. Drafted to H.M.S. Ark Royal, February, 1972 (courses October). Will exchange for shore establishment in Midlands or South, or Chatham or Portsmouth-based ship, port or home sea service.

D. J. Illing. RO2(G). H.M.S. Palliser. Will exchange for any Chatham or Portsmouth-based ship on HSS.

Pilkington. GL1(SCA). H.M.S. Yarmouth. Will exchange for any Devonport-based ship or establishment.

C. J. Cotton. LS (PT 2). H.M.S. Yarmouth (Rosyth-based). Will exchange for Devonport-based ship or shore base in Plymouth area.

M. R. Watson. AB(RP2). Nav. Yeo. H.M.S. Gurkha. Will exchange for any Portland-based ship, or H.M.S. Osprey.

E. O. Jones. CPO Wtr. H.M.S. Puma. Drafted to FONAC (Drafting), Le-on-Slent, November 9. Will exchange for shore base nearer Devonport.

\* L: e exchanges—see page 7.



## DON'T MISS THE POST!

Ships which will be abroad for Christmas have been advised to inform correspondents that mail should be despatched from U.K. by the following dates:—

Port at which ship will be for Christmas	Surface parcels	All types of airmail
Hong Kong	28 October	11 December
Korea	28 October	11 December
Cyprus	22 November	13 December
Bahrain	21 November	13 December
Simonstown	4 November	12 December
Mauritius	23 October	11 December
Mombasa	21 October	9 December
Gibraltar	15 November	11 December
Singapore	21 October	9 December
Naples	22 November	13 December

And do remember, please: Tie parcels securely and save them from ending up on the "agony" pile, all lost and forlorn.

## ON THE SINGAPORE SCENE



Seen at Singapore after the long journey from Plymouth is H.M.S. Glamorgan, which during the voyage passed the 150,000-mile "barrier" — the distance clocked-up since she first commissioned in 1966.

The journey included a brief call at Madeira and an enjoyable period of relaxation at Port Elizabeth, where there

was a variety of entertainment and many local places of interest to visit. Coach trips were arranged to Grahamstown and Addo Elephant National Park.

There was also plenty of sporting activity.

When the ship was open to visitors 2,000 went on board one day and 4,000 on the other, and a children's party proved a big success.

En route to Singapore a call was made at Gan where sporting encounters with the R.A.F. included a soccer match won by the visitors 6—1 — the first time that the "locals" had been beaten by a visiting ship for two years.

Australasia featured on the Glamorgan itinerary following departure from Singapore.

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## LATEST FILMS FOR THE FLEET

## A Windsor in Tudor style

# Henry still 'carries on'



**Here's the list** Long gone but definitely not forgotten — that's lovable old Henry VIII, most colourful of all England's kings and still today a super-star of telly, cinema and history book.

**Too Late the Hero** — Michael Caine, Cliff Robertson, Henry Fonda. This X-certificate war drama is a traditional jungle warfare adventure packed with incident. Grim — and amusing at times — it has lots of entertainment and well held tension. Cinerama Releasing (UK) Ltd. No. 902.

**Wuthering Heights** — Anna Calder-Marshall, Timothy Dalton. This film version of the famous novel about a family living in a farmhouse on the Yorkshire moors is well aligned with the 1970s without sacrificing the moods of the original. Anglo-EMI. No. 903.

**There Was a Crooked Man** — Kirk Douglas, Henry Fonda, Warren Oates. A Western with a difference. Amusing, cynical, making light even of sudden and violent death, the film has plenty of action without romantic interest. Warner Bros. No. 904.

**Carry On Henry** — Sidney James, Joan Sims, Kenneth Williams. Hysterical, rather than historical, this little bit of nonsense, put over by the familiar "Carry On" team, is quite irresistible. With plenty of outrageous humour and slapstick, Henry should amuse most audiences. Rank Film Library. No. 905.

**Little Big Man** — Dustin Hoffman, Faye Dunaway, Martin Balsam. A Western comedy adventure, in biographical guise, about the way Indians lived and thought in the old days. A completely original film, full of action and sly humour, it provides first class entertainment, 20th Century-Fox. No. 906.

**On a Clear Day You Can See Forever** — Barbra Streisand, Yves Montand. In this musical play, a girl who possesses the gift of extra-sensory perception tries to give up smoking to please her fiancé. It's a jolly musical story with lots of humour and some romance. Cinema International Corporation Ltd. (Paramount Pictures). No. 907.

In last month's list of films issued to the Fleet by the Royal Naval Film Corporation, Henry (as portrayed by Richard Burton) was suitably prominent in "Anne of the Thousand Days."

In this month's list, with Sid James filling out Henry's traditionally spacious form, one might not be too surprised if he turns out to be a rather more merry monarch in "Carry On Henry."

### 'COME OF AGE'

Though less ambitious souls might find it difficult to imagine a man having a succession of six wives and still finding time for further "carrying on," this film is based on a theory that Henry, in fact, had two more wives!

It's the 21st "Carry On" film produced by Peter Rogers and directed by Gerald Thomas.

### BRONTE SAGA

Also included in this month's mixed bag of drama, music and Western comedy is the new film version of that classic Bronte novel "Wuthering Heights," and the Barbra Streisand musical "On a Clear Day You Can See Forever."

Nobody is likely to suggest that Henry VIII had ever heard of hot pants — except the sort that breath sometimes comes in! But if Barbara Windsor, dressed Tudor-style (above) for her part in "Carry On Henry," would have drawn his admiring gaze, then there is surely no doubt that his discerning eye would have fallen with equal pleasure on such modern hot pants beauties as Sandra Lane, pictured left.

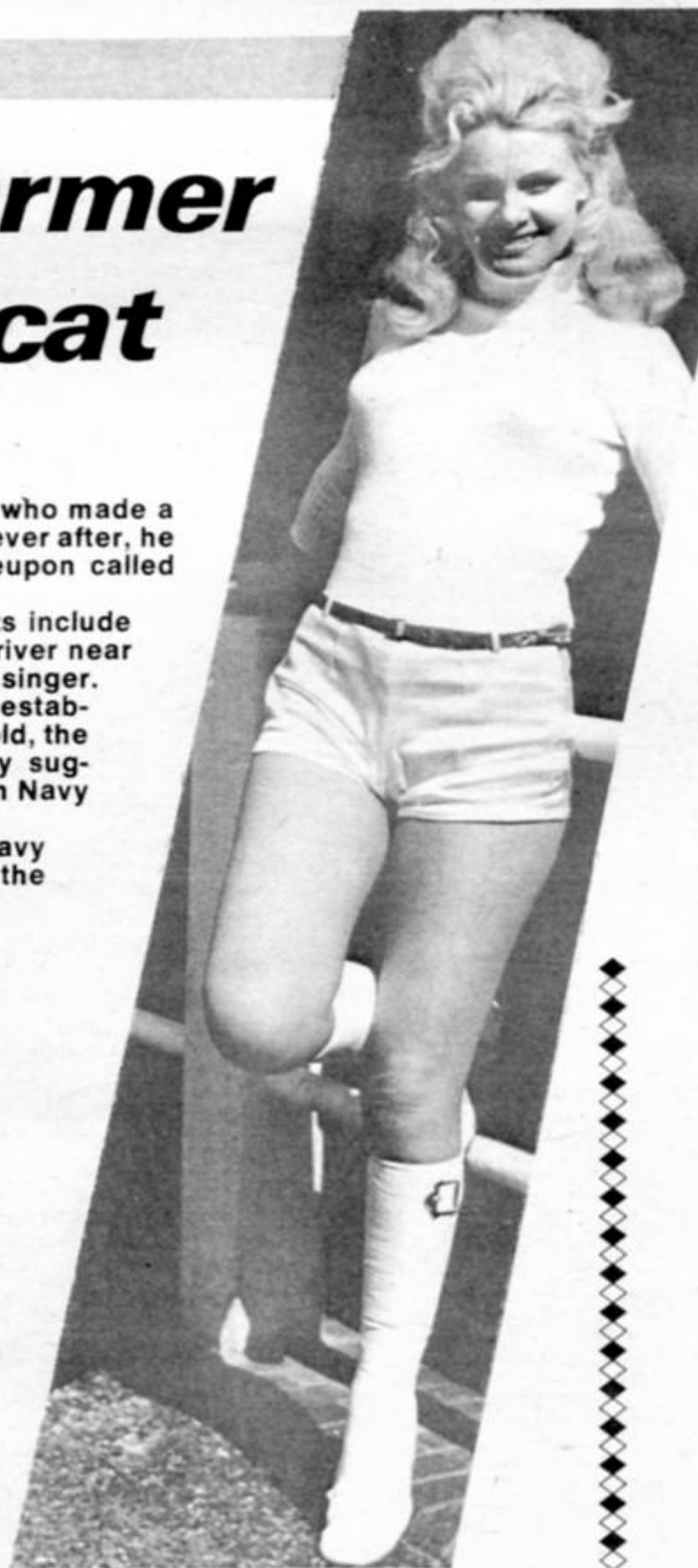
## Cabaret charmer and a cool cat

Once upon a time there was a stray cat who made a wise decision. In the hope of living happily ever after, he "adopted" lovely Sandra Lane who thereupon called him Con and decided to look after him.

Sandra, whose other spare time pursuits include daily keep fit exercises and walks by the river near her home, is a Southampton-based cabaret singer.

Since she has appeared at several naval establishments in the Portsmouth area, we are told, the appreciative occupants thereof apparently suggested it would be nice to see her picture in Navy News.

The photograph was sent to us, and Navy News, ever eager to please, duly presents the delectable Sandra.



## HARDY WALKERS TREK SOUTH . . .

H.M.S. Hardy produces hardy sailors, as six members of the ship's company proved when they set out to walk from Newcastle to Portsmouth.

When the frigate called at the north-east port for a five-day visit, the six chose the long walk to Pompey rather than savour delights ashore and, with a car to carry heavy equipment, a target of 45 miles a day was set.

In the event the 335-mile trek took seven days and the walkers arrived at Portsmouth only a few hours after the ship berthed.

Taking part were Sub-Lieut N. A. Bruen, Leading Seamen Garrett and Davison, RO1 Desmond and ABs Davies and Deal.

## . . . And Bob goes North with a Cavalier's money

CPO Bob Slater, of H.M.S. Cavalier, completed a 2,000-mile four-day journey from Chatham to Scotland and the north of England and back to hand out money to three schools.

First stop was Aberdeen, where he presented a cheque for £18.88 to Woodlands Hospital School. Similar cheques were presented during the two following days to St Vincent's School for blind and partially sighted children, Liverpool, and the

North Wales School for Physically Handicapped Children, Llandudno.

With the money each school will buy a "soda stream" machine, from which lemonade, orange squash and other "pop" drinks can be obtained. The money was raised from the exchange of 7,000 foreign coins

which CPO Slater collected from the Cavalier's ship's company.

The three schools will also be receiving Christmas presents — from money raised during Chatham's Navy Days by a competition for a cake made by the ship's cooks.

CPO Slater receives many letters from the children.

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## WIVES WANT TO KNOW

"What is the ship's base port" is probably the first question for a naval family when the husband gets a draft note.

One naval wife promptly sent off a letter to Navy News, giving the name of the ship, and asking both about the base port and the programme for 1972/73.

Quite possibly the family would have had the information before the letter reached here, because the Admiralty have just issued official guidance to ships, emphasizing the importance of "Management-staff" relations.

Ships are to give newly-joining personnel all possible facts about programme, base port, and the like, to help them in their domestic arrangements.

Although Navy News is always willing to help families with queries, anything concerning the movements of ships is best dealt with through the husbands, because of the security problems involved.

## Commended

POA Eric Rimmer has received the commendation of the Flag Officer Naval Air Command for his action in a helicopter tragedy in Weymouth Bay.

PO Rimmer was crewman of a Wessex Mk I helicopter of 771 Squadron which ditched while carrying five Press photographers. During the ditching he damaged his spine and dislocated his right shoulder but despite these injuries, and with complete disregard for his own safety, went on to the assistance of the passengers.

The commendation adds, "He was instrumental in saving the life of one photographer and, before being forced to escape himself in order to survive, he made his way towards the after-end of the aircraft cabin in an unsuccessful attempt to assist the others."

The September issue of Navy News gave a three-year base port programme, and this month it is possible to publish the list of guided-missile destroyers with an outline of their employment until the end of 1973.

Details are as follows —  
DEVONSHIRE P. G.S.S. Home / East of Suez / Home.

HAMPSHIRE P. Commissions for G.S.S. early 1973 (tentative).

KENT P. Commissions for G.S.S. August 31, 1972, Home/Med.

LONDON P. G.S.C. Home / Med / Home L.R.P. from July, 1972.

FIFE C. G.S.C.-G.S.S. from June, 1972, Home / Med. / Home.

GLAMORGAN D. G.S.S. East of Suez / Home / Med / Home.

ANTRIM P. G.S.C.-G.S.S. from April, 1972, Home / Med / Home / East of Suez.

NORFOLK P. G.S.S. — Med / Home / STANAV-FORLANT.

Latest commissioning forecast details are as follows:

### OCTOBER

GALATEA (GP Frigate). October 4. At Devonport. Dockyard Control. Port Service.

ZULU (GP Frigate). October. U.K. cooks and stewards replace L.E.P.

### NOVEMBER

APOLLO (GP Frigate). November 26. Reduced trials crew at Glasgow. Port Service (building).

MOHAWK (GP Frigate). November 25. Trials crew at Portsmouth. commissions April 17, 1972. L.E.P. (A).

WHITBY (A/S Frigate). November 12 at Gibraltar. General Sea Service. Home/East of Suez.

### DECEMBER

RHYL (A/S Frigate). December 2 (tentative). Trials crew at Devonport. Port Service. Commissions March 23.

BRIGHTON (A/S Frigate). December 1. Trials crew at Chatham. Port Service. Commissions February 17.

BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.

BRERETON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.

GAVENTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.

### JANUARY, 1972

TORQUAY (A/S Frigate). January 6. Trials crew at Chatham. Port Service. commissions April 6.

TARTAR (GP Frigate). January at Portsmouth. Long refit party. Port Service.

MONKTON (CMS). January at Devonport. Local Foreign Service. 6th M.C.M. Squadron. L.E.P. (A).

## Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

### JANUARY, 1972

ONSLAUGHT — at Devonport. Final manning date, January 21.

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# Itinerary for the G.M.D.s

### BASE PORT CHANGE

H.M.S. Amazon, which was expected to commission in June, 1973, as a Devonport ship, will now commission as a Portsmouth ship. This change has

been made bearing in mind that most of the trials following completion are likely to be undertaken in the Portsmouth area.

The Amazon will change back to being a Devonport-based ship about the middle of 1975.

## Commissioning forecast

### APRIL

TORQUAY (A/S Frigate). April 6 at Chatham. Navigational and MEO training. Home Sea Service. Captain's Command.

APOLLO (GP Frigate). April (tentative). General Sea Service. Captain's Command.

MOHAWK (GP Frigate). April 17 at Portsmouth. General Sea Service. Home/East of Suez. L.E.P. (A).

### MAY

KENT (GM Destroyer). May 18. Trials crew at Portsmouth. Port Service. Commissions September 14.

ARIADNE (GP Frigate). May at Glasgow. Reduced trials crew. Port Service.

TIGER (Cruiser). May 26 at Devonport. General Sea Service.

### JUNE

LEANDER (GP Frigate). June Trials crew at Devonport. Port Service. Commissions August.

NUBIAN (GP Frigate). June 15 (tentative). Trials crew at Rosyth. Port Service. Commissions September 7.

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company (R.M.). General Sea Service. Home/South Atlantic, South America.

INTREPID (Assault Ship). U.K. cooks and stewards replace L.E.P.

MATAPAN (Destroyer). End of June. Trials crew at Portsmouth. Port Service. Commissions end of October for AUWE trials.

EURYLUS (G.P. Frigate). June. Dockyard control at Devonport. Port Service.

### JULY

TRIUMPH (Fleet Maintenance Ship). July. C. and M. party at Chatham. Port Service.

LONDON (GM Destroyer). July. Long refit party at Portsmouth. Port Service.

### AUGUST

LEANDER (GP Frigate). August at Devonport. General Sea Service. Captain's Command with full staff.

### DECEMBER

ARIADNE (GP Frigate). December at Devonport. L.E.P. (A). General Sea Service. Home / East of Suez.

HAMPSHIRE (GM Destroyer). December 18. Trials crew at Portsmouth. Port Service. Commissions March 29, 1973 (tentative).

HERMES (LPH). December 1 (tentative). Trials crew at Devonport. General Sea Service. Commissions end April, 1973.

ALBION (LPH). December. Care and maintenance party, Devonport.

### JANUARY, 1973

NAIAD (GP Frigate). January. C and M Party at Devonport.

### FEBRUARY

ESKIMO (G.P. Frigate). February 1 at Chatham. General Sea Service. L.E.P. (C).

AJAX (GP Frigate). February (tentative). Trials crew at Devonport. Port Service. Commissions April, 1973.

### MARCH

HAMPSHIRE (GM Destroyer). March 29 at Portsmouth. General Sea Service. L.E.P. (A).

### NOTES

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A — All Cooks and Stewards; B — All Cooks and Stewards, other than P.O. Cook; C — Stewards and Cooks for Captain and Wardroom.

The letters (R.M.) used for destroyers and frigates only, indicate that a Royal Marine detachment will be borne for the full commission.

## F.A.A. squadron histories

A complete and accurate record of Fleet Air Arm and Royal Naval Air Service squadrons from 1910 to 1970 is being compiled by Lieut-Cdr. M. C. S. Apps and Lieut-Cdr. I. A. C. Cobbold at R.N. air station Yeovilton.

There is a wealth of history still to be recorded, bearing in mind that in 1918 there were 3,000 naval aircraft, 50 airship and 100 naval air stations, and in 1945 there were 1,300 front-line and 10,000 second-line naval aircraft, a total of 64 naval air stations throughout the world (not counting naval detachments) and 49 aircraft.

During the 1910-1970 period

there have been some 300 naval air squadrons and ships' flights in existence.

To fill gaps which exist in most squadron histories, Yeovilton would be grateful to receive ex-pilots' and observers' log books, squadron record books, line books and Press articles.

Copies will be made of relevant material and the "treasures" (no matter how obtained) returned.

## THE ARK TROUBLESHOOTERS

The face on the left of the picture will be quickly recognized by anyone who has seen The Troubleshooters on television. It's Ray Barrett, who plays Thornton, the tough Aussie.

The commander? Well, look again, and don't be fooled by the uniform — he is actor William Lucas, pictured with Ray Barrett during a break in filming an episode for the series on board H.M.S. Ark Royal.

The programme, to be shown this month, tells what happens when the Navy agrees to test a new aviation fuel developed by the mythological Mogul Oil Company.

The Troubleshooter actors in uniform brought their own spot of trouble to the carrier — sailors at work or acting as extras had the problem of differentiating between the real officers and the actors.

Actor-captain Basil Henson looked so much at home that one rating commented, "I keep wanting to stand to attention."





# Ships of the Royal Navy No. 191

The  
story  
of  
the  
Antrim



A girl's smile suggests that Antwerp's welcome to the present Antrim, was as warm as that received 65 years earlier by the cruiser Antrim.

Left to right with her (above) are assistant canteen manager D. Green, AB J. P. Stevenson, L/Regulator B. Kilford, AB P. Crowley and AB M. McMahon.

## Making

## friends in Ulster

Northern Ireland is sadly accustomed to hitting headlines. But, in happier mood, some of her links with the Royal Navy are spotlighted by the two latest additions to the Navy News list of "Ships of the Royal Navy."

Last month, this series told the action-packed story of the veteran H.M.S. Ulster, adopted ship of Bangor, Co. Down.

This month H.M.S. Antrim, latest "recruit" to that powerful breed, the County Class guided missile destroyers, takes her turn.

New though she is (her first commissioning ceremony was at

Portsmouth on March 30), the Antrim has already forged strong links with the county whose coat of arms she wears as a funnel badge.

### FIRST VISIT

Those links were strengthened with presentations and sea trips when she made her first journey to County Antrim, although her visit to Portrush (June 2-4) was somewhat restricted by the secur-

ity situation.

Also in June, the commanding officer, Capt. Hugo Hollins, and six ratings attended the opening of County Hall at Ballymena.

H.M.S. Antrim has links with the Royal Irish Rangers and Sea Cadet units at Portrush, Carrickfergus, Larne and Campbell College, Belfast, and a cinema projector was presented to St Joseph's Youth Club, Belfast, as a result of fund raising on board.

### YOUTH LINK

The ship's link with the inter-denominational youth club, which serves children on a new housing estate outside Belfast, was developed after the ship's company asked to be associated with a worthy cause in Co. Antrim.

The Antrim also carries a piece of the Giant's Causeway. As chairman of the National Trust, the Earl of Antrim (whose motto and part of his coat of arms are incorporated in the ship's badge) arranged for some stone to be cut for mounting in the ship's main passageway — named, appropriately, the Giant's Causeway.

H.M.S. Antrim, launched by Mrs. Roy Mason (wife of the then Minister of Defence for Equipment) on October 19, 1967, was accepted by the Royal Navy from Upper Clyde Shipbuilders last November.

Since then, her programme of

## One of the County set

The Antrim is the latest of the County Class guided missile destroyers.



H.M.S. Antrim was laid down at Fairfields, Govan, in January, 1966, launched in October 1967, and accepted into naval service on November 23, 1970. September 6 was the date for Capt. D. A. Loram to succeed Capt. Hugo Hollins as her commanding officer.

## ANTWERP WELCOME SPANS 65 YEARS

"Never has the heart and soul of Antwerp been so aroused as by the coming of the Antrim."

It was July, 1906, and these words were quoted in the Press as those of a "grizzled Belgian" as he saw the flag-decked city welcome its first British warship visitor for half-a-century, the cruiser, H.M.S. Antrim.

The flags, festivities and "panorama of officials, naval, military and civic, in gorgeous uniforms" had prompted Capt. Edward E. Inglefield to say: "I never saw anything to exceed it."

Sixty-five years later — in July, 1971

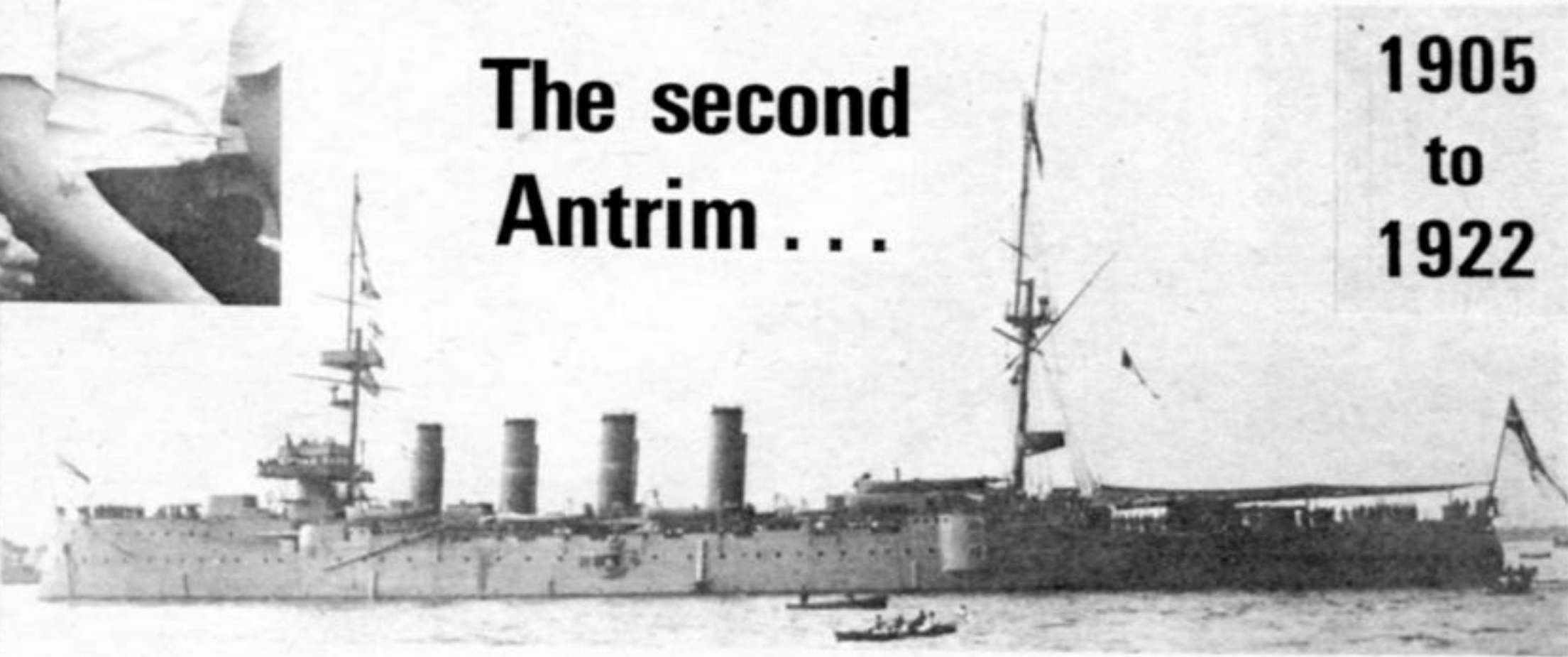
— Antwerp's welcome, though less effusively expressed, perhaps, was no less warm when the present H.M.S. Antrim paid a five-day visit to the city.

And the gratitude of the modern Antrim sailors was succinctly summed up in the phrase "an excellent run ashore."

An old lady who called to see the new Antrim said she remembered the visit of the previous Antrim.

## The second Antrim...

1905  
to  
1922



The 10,850-ton Devonshire class cruiser was the Royal Navy's second Antrim.

Commissioned in 1905 she saw action as flagship of the 3rd Cruiser Squadron of the Grand Fleet between 1914 and 1916 before going to the West Indies until 1918.

Later used as an Asdic trials ship, she finally paid off in 1922.

The first Antrim was a frigate of about 1645, which, after supporting the Royalist cause, was captured in February, 1649, and, renamed the Tiger's Whelp, was wrecked on Dublin Bar in September, 1649.

During the second world war, the trawler base at Belfast bore the Antrim name.

## PHOTO POSTCARDS

Postcards of H.M.S. Antrim or any other ship in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen). Stamps, postal order or cheque.

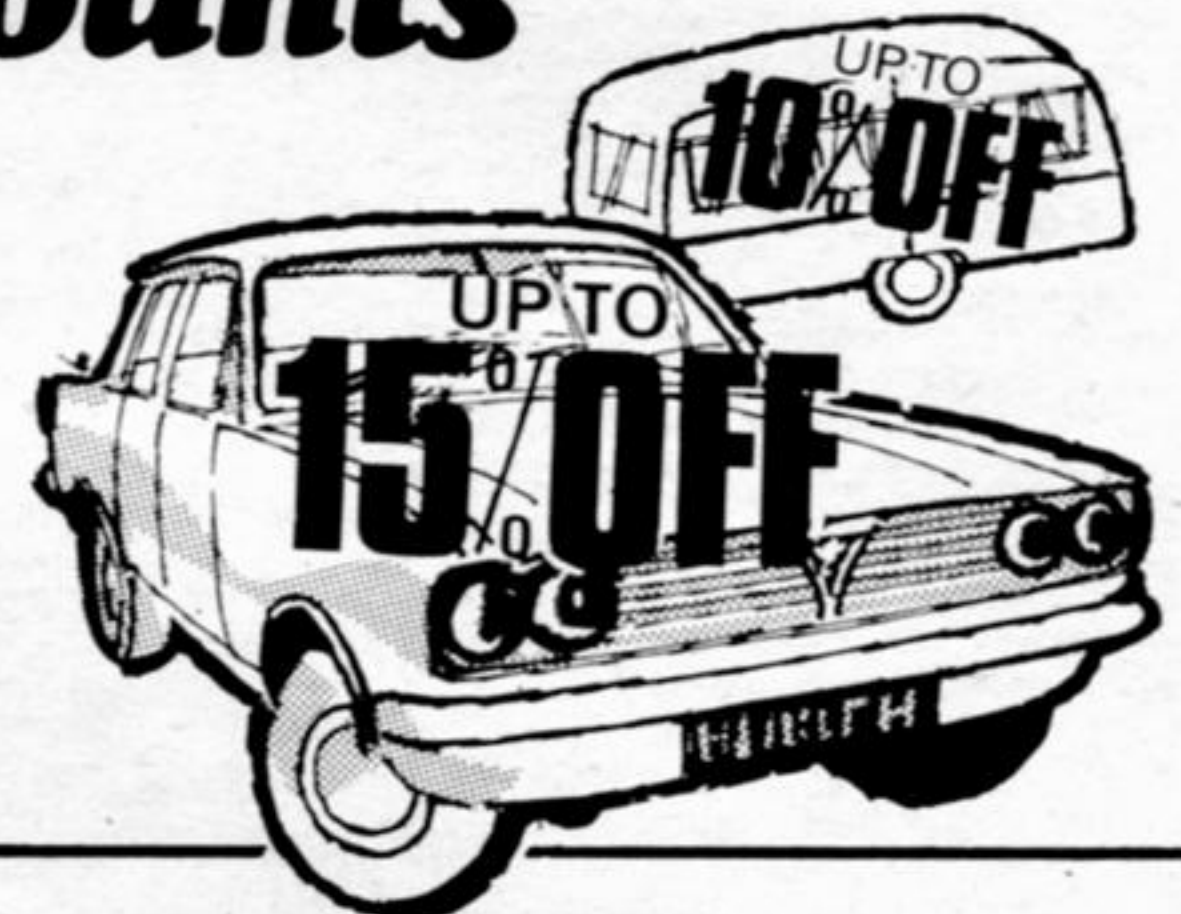
A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p.

Albums to hold 74 Navy News postcards are 70p each (including postage).

Other ships in this series are:

Abdiel, Acheron, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (pre-mod.), Albion (mod.), Alderney, Andrew, Andromeda, Apollo, Arethusa, Ark Royal (pre-mod.), Ark Royal (mod.), Armada, Ashanti, Auriga, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick, Blackpool, Blake (pre-mod.), Blake (mod.), Brave Borderer, Brighton, Britannia, Broadsword, Bulwark (pre-mod.), Bulwark (mod.), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (pre-mod.), Eagle (mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Finwhale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland, Kent, Kenya, Layburn, Leander, Leopard (pre-mod.), Leopard (mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (pre-mod.), Lynx (mod.), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Olmeda, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Penelope, Protector, Plymouth, Porpoise, Puma, Rapid, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (pre-mod.), Salisbury (mod.), Scarborough, Scorpion, Sealion, Sheffield, Sidlesham, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus, Warrior, Warspite, Whitby, Woolston, Yarmouth, Zest, and Zulu.

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State model \_\_\_\_\_

☐ New touring caravan

☐ Used car

☐ Deposit saving (to enable me to build up a deposit for a future purchase) ☐ Please tick whichever applies

Post  
this  
today



## Vidal's pay-off, but for sun-soaked Steven...

"Never mind the rain, son, we've two umbrellas to keep you dry." Able Seaman Steven Kingham (19), of Wimbledon, was greeted by his family at Chatham on August 3 when the survey ship, H.M.S. Vidal, returned to her home port after duties in the sunshine of the Persian Gulf and the Indian Ocean.

The Vidal had been away for nine months and it was a happy day for the 200 relatives and friends who crowded on to the ship off Chatham. In one way, though, the occasion was not so happy for the ship's company — the Vidal,

## IT'S A JOLLY BROLLY RETURN

built at Chatham 21 years ago, was paying-off for the last time.

To mark the occasion the Hydrographer of the Navy, Rear-Admiral Geoffrey Hall, joined the ship off Portland for her last sail in to Chatham.

Picture by Russ Whalley.



# Too easy to up and go?

## Letters to the Editor

### Easter Ensign

With reference to Easter Island (June issue), H.M.C. ships no longer wear the White Ensign, but just before the change H.M.C.S. Cape Scott (formerly Beachy Head) landed a World Health Organization medical expedition there and took them off again.

The Cape Scott had been unable to obtain the standard maple leaf design before sailing, and the flags mailed to her did not arrive in time for the change, which was on February 15, 1965.

Her captain, Tony Law, and an architect friend who was a passenger on board, produced a design from information in the newspapers, and the ship's sailmaker produced the pieces of bunting for the ceremony when the White Ensign which had flown longest at Easter Island was played off the quarterdeck to the strains of the bagpipe lament.

Philip Chaplin

Ottawa.

The headlines of your August issue concerning "Free Navy" of the future made me wonder. Care should be taken, in spite of outside pressure not to bend backwards in the effort to "modernize" certain aspects of the Navy.

My son has just left the Service after eight wonderful years, simply to give more time to an all-absorbing hobby made possible by less sea-time and the opportu-

A lot of words will have been written about the proposed new uniform, but I feel sure that even the most "with it" matelot would hardly appreciate looking as though he had "H.M.S. Pinafore" tied up outside. (Mrs.) Joyce Sutton Hornchurch, Essex.

## —A MOTHER'S VIEW

nities afforded by so much shore-time.

This has been a great sadness to me. One can see the possibility of a great number of excellent sailors leaving the Navy for more or less trivial reasons, simply because it is made so simple to leave. What a waste of manpower.

Perhaps eight wonderful years, happily spent, is better than longer if the joy goes out of it. The Navy's aim is to prove its attractions for long service — but nowadays you can only win them, not chain them. — Editor.

Surely the Navy does not want to consist of a dedicated "elite"? I fear this will be so if trends continue.

Still, "once a sailor always a sailor," and I am proud to have a fine son like mine. He is what the Navy made him.

(Mrs.) D. E. Keightley Chawston, Bedford.

## NEW RIG DEBATE

### 'Ridiculous'

I simply had to write and stress contempt for the ridiculous suggestions for a new uniform.

In one week I am to join the W.R.N.S. and it could be said the Navy is a sort of obsession with me, but those uniforms! Are we to act like sheep and follow the example of the American Navy? Or are we to retain our traditional uniform?

By all means do away with time-consuming strings, etc., but PLEASE retain the traditional appearance.

Claire Porter.

Cottingham, Yorks.

### True blue

What I would like to see is a return to the all-blue uniform such as used to be worn in winter, and also in 1939-45. There was something really British about the look of our sailors in that — officers and ratings alike.

In the summer they could wear a lightweight cotton or similar material with T-neck under-shirt instead of the heavy under-jersey.

There could still be whites for overseas, but blue's is best for industrial England's smoke and smog.

M. Osborn.

Ship Observer Corps, Dawlish, Devon.

### Handbags?

Is the Navy proposing to issue court shoes and handbags with the new uniform?

Most certainly men I know in the 3rd and 10th Submarine Squadrons are horrified by the

thought of wearing such a rig.

These feelings are shared by all the Wrens of H.M.S. Neptune, and all the men I have spoken to on the subject.

The two modified versions of the present rig would surely be the most practical and smartest solution.

Maureen Murray.

WRNS Quarters, H.M.S. Neptune.

## 'THEY'RE ALL IN CIVVIES!'

On the photograph of H.M.S. Cavalier (August issue) the Jack is flying and the ship appears to be under way. In my time the Jack was only worn when the ship was secured.

Also, when attending the Royal Naval Association reunion, the White Ensign is always "broken." I understood that that grand old flag was only "broken" when used as a battle ensign.

Concerning ideas for new uniform, does it matter, I wonder? One never sees a sailor — they are all in civvies.

My own grandson, with three years, had to be asked to come home on leave in uniform for a special event, and that is the only time we have seen him in uniform.

A. C. Oesch.

Strood, Kent.

Navy News is informed that when a warship is about to enter harbour when ships there are dressed overall, the Jack would be worn. Any information about the ensign being "broken" would be welcomed. — Editor.

### Scribes' idea

May I put forward the following suggestion on uniforms — an office working rig for us pen-pushers, with sufficient pockets to hold such items as pens, notebooks, diaries, etc., usually placed down for five minutes never to be seen again.

Most other branches have a working rig, e.g., overalls, number 8's, cooks' uniform, so why not keep the square rig for ceremonial occasions and duties, and bring in a New Look uniform for the office.

Scribes.

## 'Sub. men too super for those dainty brooches!'

Why have the men of the Submarine Branch been given those pansy pieces of costume jewellery to wear?

While queuing to go over H.M.S. Ocelot at Portsmouth Navy Days I nearly got hung up

### Help for authors

Ralph Barker, 16, Aldercombe Lane, Caterham (Surrey), seeks crew-member stories of the capture of U-110 in 1941, and the escape of H.M.S. Amethyst in 1949.

Eric Leggett, 36, The Mead, Beckenham (Kent), is trying to trace men who were aboard the H.M.S. Saumarez and H.M.S. Volage when they were mined in 1946.

(Navy News can accept no responsibility for pictures or documents which may be loaned by readers in response to authors' appeals.)

### Very proud of that bell

Re the letter "Eagle Bell" in your August number, H.M.S. Zealandia was first commissioned about 1905 as H.M.S. New Zealand — one of eight battle-ships of the King Edward VII class.

About 1911 her name was changed to Zealandia when the New Zealand Government paid for a battle cruiser which was named New Zealand.

I was a midshipman in the Zealandia in 1912, and we were very proud of our silver ship's bell presented by the school children of New Zealand when the ship was first commissioned.

H. B. Crane (Captain, R.N., ret)

## 'Take a look at home costs'

I was very pleased to note that the Royal Naval Benevolent Trust have realized to what extent they may be imposed upon re electricity accounts for central heating.

In my opinion it is time someone took up the case of the modern generation in running a home, never mind super education.

Another point I would like to make concerns the lack of insurance for death. These matters were discussed when I served on the Chatham Grants Committee

for more years than I care to remember.

As a debt collector for over 20 years I know a lot of the answers. A. C. Oesch

Strood, Kent.

Naval families who have not already joined the R.N. and R.M. Death Benefit Fund will find it a reassuring insurance at modest cost. — Editor.

### Help sought

There are about 70 known autistic children in Devon and Cornwall, with the nearest school at Southampton.

They are not completely incurable, yet where the parents can no longer cope they are placed in mental hospitals.

We are wondering if a ship's company would like to sponsor a new school we are opening near Tavistock. We envisage a village community catering for all ages, but this will obviously take a great deal of money.

Betty Foster.

Mrs. Foster is a member of the Fund Raising Committee of the Devon and Cornwall Society for Autistic Children. Her address is 37, Sea View Avenue, Lipson, Plymouth PL4 8RU.

### Quite a record

Being interested in several items about "records," may I include my own, namely wearing "three rows of tape and a little round cap" from 1915 (joining Greenwich Royal Hospital School at the age of 11) to 1943 when rated A/RPO(Ty) direct from a three-badge AB (G.L.'s writer) on the basis of "if you can't beat 'em, join 'em."

My Service certificate shows 27 consecutive "VG" for character, and 20 consecutive "Superior" for ability.

John Morris.

Beckenham, Kent.

Hearing the news that Prince Charles's first ship was to be H.M.S. Norfolk reminded me that it was also my first ship as a Boy Telegraphist in 1942.

What magnificent ships those County class cruisers were — almost like ocean liners. I recall a Christmas concert that year while swinging around the buoy at Scapa Flow, and I don't think I have ever laughed so much before or since.

The Norfolk had a terrific

## 'Norfolk was my first ship, too!'

amount of talent on board — a truly happy ship.

John Chiverell

(Lieutenant (Sp) R.N.R.)

T.S. Indefatigable, Isle of Anglesey.

\*\*\*\*\*  
PEARL QUERY  
Were there any Royal Navy ships at Pearl Harbour during the infamous Japanese attack?  
A. E. Fry  
Southend-on-Sea, Essex.  
So far as Navy News can ascertain, there were none. — Editor.  
\*\*\*\*\*

### Hair today . . !

At Chatham we had been remarking on the efficient way Navy Days had been organized and on the generally smart appearance of personnel and ships when we overheard the following while waiting to see over the Diomedes:

Depressed-looking female — "I haven't seen a decent-looking sailor all day."

Equally depressing-looking long-haired putty-coloured male — "Well, it's the hair, ennit!"

(Mrs. E. L. Hislop. Southgate, N.14.

Surely the badge could be made on cloth in gold or red thread, then the dainty brooch could be given to us ladies as a "thank you" for giving such fine men!

In passing, may I congratulate the Wrens for their very smart appearance both on and off duty on Navy Days. They certainly showed up the rather scruffy-looking sailors, which was not the fault of the uniforms, either.

Come on men, "Up the Navy!"  
Pamela Gettens (Ex-Submariner's wife).  
Staines, Middlesex.

Contributors are reminded that, although they may use pen-names for publication, their own names and addresses must be included as evidence of good faith.



# Lincoln gets a wet welcome back...

# Christened- by heavens!



When H.M.S. Lincoln held her service of rededication at Chatham, having remained in commission throughout her long refit, she was duly "christened" by the elements.

There was a flash of lightning, a peal of thunder and the first few spots of an ensuing heavy rain-storm as the ceremony was completed.

The guests were safely under cover before the heavens opened

with a vengeance — and the ship's company took this as a good omen for the commission.

## LINCOLN LINKS

The 300 guests included a large contingent from Lincoln, with the Mayor and members of the city's branch of the Royal Naval Association.

The special cake, top tier of which was modelled after Lincoln Cathedral, was cut by Mrs. Elspeth Layard, wife of the commanding officer, assisted by Dennis Trotter (16).

Helping to give H.M.S. Lincoln a sociable sort of "wet" welcome are AB Robert Hart (20), Ayrshire; Miss Jean Chambers (22), Eastney; Miss Angela Hoffe (18), Portsmouth; and LS Richard Barber (24), also from Ayrshire.

## Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate.

To CPO — P. Pope, 896709; I. Gore, 889204; G. S. Roberts, 898298.  
To MAA — W. A. Pickard, 882803; J. Bright, 931911.  
To CPO Wtr — J. R. Phillips, 959937; J. L. Peer, 954757; P. D. Grange, 887289; E. O. Jones, 916338.  
To CPOSA — P. A. Cox, 904312.  
To CPOCA — E. D. Palmer, 909852; R. A. E. Guest, 972996.  
To A/CMEA(P) — C. A. Hobbs, 913501; P. N. Ferris, 943790; H. Frost, 054720; F. M. Warn, 050146; B. T. Kelly, 077198.  
To Ch Mechn — L. E. Allison, 964254; M. M. Trott, 920702.  
To CHMEM — F. W. Fox, 914820; C. B. Morgan, 914889; J. Wilson, 921048; D. Galloway, 931441; M. S. V. Battersby, 941875.  
To A/CCEA — L. R. Harman, 933839; A. J. Knight, 980999.  
To A/COEA — L. G. Jackson, 966500.  
To CHOEL — D. J. Gobson, 980972; J. W. P. Bowers, 957093; C. E. Cripps, 893588.  
To CHCEL — P. T. Omerod, 795685.  
To CREL — C. Gill, 967361; C. J. V. Orpen, 903997; T. J. Lineham, 957101; W. Brown, 941348; J. D. I. Donaldson, 915411; W. J. Thomas, 961407.  
To CRS — A. L. Chapman, 864875.  
To A/CMT — F. Embley, 904113.  
To CMA — E. C. Smith, 929925.  
To Ch Wren (WW) — F. A. Robins, 118940.  
To CAF(AE) — A. Milne, FX917987.  
To CA(AH) — D. H. Webb, FX 887050; G. V. Mepharm, FX 902010.  
To CEL(A) — J. P. Buckley, F 941349.  
To A CHMECH — J. Mullin, FX 906687; N. J. Gould, FX 908150.

## POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

The number in brackets indicates the number of men with the same number of points.

CPO	PO	LS
1547	446	186
Ch Smker	CPO CA	CPO Wtr
1492	1494	1325
PO Wtr	L Wtr	CPO SA
509	372	1449
PO SA	L SA	CPO Ck (ex S)
814	871 (5th-652)	1968
PO Ck (ex S)	CPO Ck (ex O)	PO Ck (ex O)
1017	1841	797
L Ck	CPO Std	PO Std
586	1980	677 (4th-457)
MAA	MAA (ex Cox'n)	RPO
1153	1264	684
CMEA(H)	CMEM	POMEM
399	2021	202
LMEM	CHCEL	CHCEL
294	1564	1229
CHREL	CRS	RS
1302	1541	680
LRO(G)	CRS(W)	CCY
514	472	1301
CY	LRO(T)	CMT
646	413	409
CPO MA	PO MA	L MA
588	870	515
CAF(AE)	POAF(AE)	LAM(AE)
811	440	425
CAF(O)	POAF(O)	LAM(O)
1176	319	437
CA(AH)	POA(AH)	LA(AH)
1662	840	373
CA(SE)	POA(SE)	LA(SE)
1008	732	189
CA(Phot)	POA(Phot)	LA(Phot)
608	521	503
CA(Met)	POA(Met)	CHREL(Air)
739	161	1543
POEL(Air)	LEM(Air)	CHREL(Air)
300	286(2)	1944
POREL(Air)	POREL(Air)	
398(2)	412	

The following rosters are "Intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: CMEA(P), CH Mechn, POREL, LREM, RS(W).

The following rosters are "dry": L Std, CCEA, CHCEMECH, POCEL, LCEM, COEA, CHOEMECH, POEL, LOEM, CREA, CHREMECH, LRO(W), CAA(AE), CAA(O), CAM(AE), CAM(O), CEA(Air), CREA (Air), CHELMECH (Air), CHREMECH (Air), LA(Met).

## Day in the desert

During a visit by H.M.S. Gurkha and H.M.S. Gavington to Sharjah, a sea day was held for soldiers and airmen and the 120 guests embarked witnessed manoeuvres, a light jackstay transfer, shoots and a mortar firing with bomb recovery by seaboat.

The sea day was part of a full programme of inter-Service activity. Some sailors went on patrol in an R.A.F. Shackleton, and many took up the Trucial Oman Scouts' offer of a day in the desert at one of their outposts.

A highlight of the ships' four-day visit was a performance in the Gurkha's junior rates' dining hall by pipers from the Trucial Oman Scouts.

## More exchanges

Late exchange of drafts requests (see also page 2):

R. D. Hutchins, LRO(T), 2 Mess, H.M.S. Leopard, BFPO Ships, On draft to H.M.S. Danae, Jan. 7. Will exchange for any Portsmouth-based ship.

N. Ball, MEMI(B), JICE, H.M.S. Kellington (in refit until March at Rosyth). Will exchange for any frigate, preferably due for Far East.

S. Crouch, LREM, COMMEN Whitehall, Old Admiralty Building, Whitehall, London, S.W.1. Drafted to H.M.S. Ark Royal, January. Will exchange for small Portsmouth-based ship.

Forty ships and 150 aircraft from six countries, including Britain, were starting NATO exercise Red Knight in the eastern Atlantic at the end of September.

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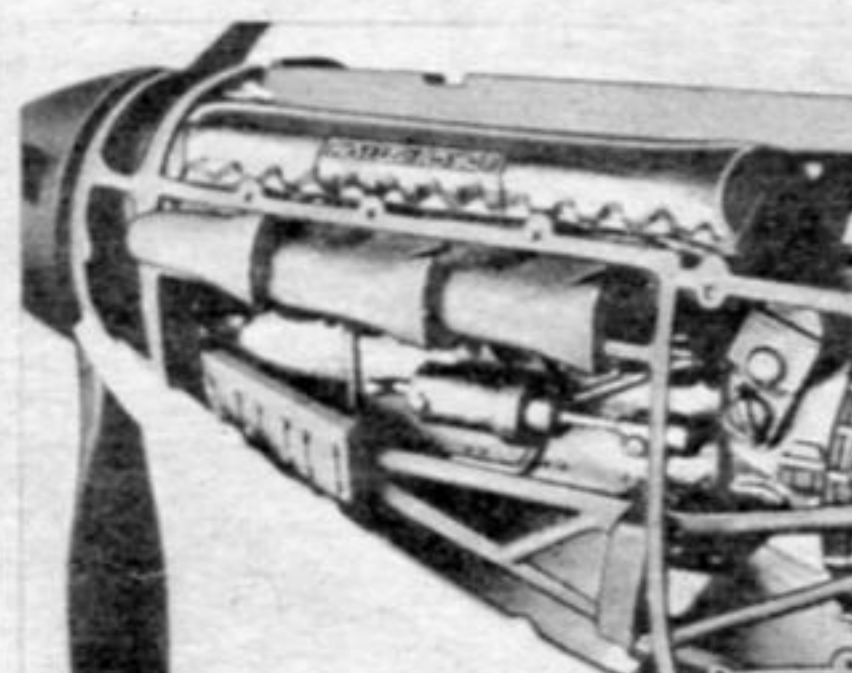
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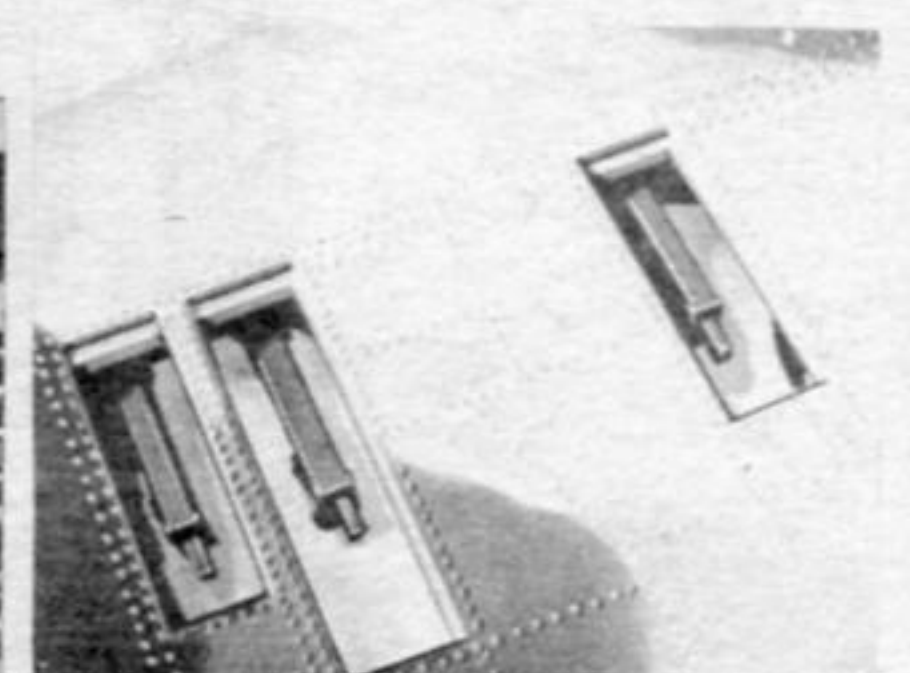
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3. Judges' decision final and legally binding, and no correspondence allowed.
4. Illegible and altered entries disqualified, as well as any arriving after 1st November 1971. Responsibility not accepted for entries, lost, delayed or damaged in post or otherwise; proof of posting not accepted as proof of receipt.
5. Prizewinners notified by post by 30th November 1971, a list of names available in NAAFI establishments overseas, where copies of full rules also available.
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# Snakes alive!

—HAROLD (OF JUTAGO) HAS 'CHANGED' SEX

## Pipes over the Avon...

"Ship-shape and Bristol fashion" was an appropriate description for H.M.S. Keppel because one of her recent visits was to Bristol for a "Meet the Navy" call.

The ship is Rosyth-based and over half the ship's company are from Scotland, so to add a Scottish flavour to the occasion a piper played as the ship went up the narrow, winding River Avon.

### STIRRING!

The stirring sound of the bagpipes aroused much interest from the occupants of riverside houses, but as it was 0630 it is doubtful whether everyone who popped his head out of his bedroom window exactly appreciated the display!

The ship was open to the public on two of the visit's six days, and attracted 2,000 visitors.



## ...KEPPEL FASHION

An "all ship-shape and Bristol fashion" action shot of the Blackwood Class anti-submarine frigate, H.M.S. Keppel, carving through a calm sea.



## 'Swop' jobs for the (R.A.F.) boys



This R.A.F. technician's "exchange posting" to H.M.S. Grenville gave him the chance to study a radar display on board — and to try to solve the relative velocity problem of a slow low-flying ship, as the Grenville put it!

When H.M.S. Grenville found that a task off the coast of East Anglia conducting independent exercises for A.S.W.E. concerned only a few of the ship's company, the opportunity was taken to make a number of exchanges of duties with members of the R.A.F. from a small coastal tracking station at Bawdsey.

The appropriate "swops" were made by boat early each morning before the ship sailed from her anchorage and the scheme worked well, with R.P.s, cooks, electricians and stores accountants exchanging with their opposite Light Blue numbers ashore.

The liaison included invitations from Bawdsey to social functions, and sporting challenges were accepted on both sides.

One social function on board concluded with a number of guests being stranded afloat for the night because of rough weather.

### ARRESTED ATTENTION

When the Grenville first arrived off Orford Ness, a vigilant policeman, unused to warships of her size in those parts — and presumably not recognizing her as "one of ours" — quite properly made a few inquiries.

But it was quickly established from the Navy's Light Blue colleagues that all was in order and that it was a case of "lawful occasions."

No, they weren't only there for the beer. Main reason for this call by H.M.S. Juno men while the frigate was at Hong Kong was to give blood. The beer came as a "reward." Pictured with a Hong Kong British Red Cross lady are LS Jess Harper, MEM Taff Noakes, CEA2 Reynolds and PO Ck Pete Edgar.

During her travels round the Far East, H.M.S. Juno struck up a slightly strange liaison with a 6ft. python which turned out to be something of a "snake in the grass."

The encounter arose from the Juno's link with the New Zealand frigate Otago, with whom she spent much time in company. Close friendships developed between the ship's companies, with each supporting the other's team on the sports field, and this gave rise to the collective ship's name of "Jutago."

Two farewell Jutago parties were organized at the Terror swimming pool in Singapore before the Otago's departure for New Zealand, and, as a farewell gift, the Juno was invited to look after Harold, a sizable python which the Otago had acquired.

Harold was housed in a wire mesh box and placed on the Seacat, where he was subject to many covetous glances from Chinese dockyard personnel, who apparently view python as something of a gastronomic experience.

On his first evening in the Juno's custody he was taken on a run ashore to the Officers' Club, where, despite his utterly docile behaviour, he was received with something less than enthusiasm.

### THE GREAT ESCAPE

On the second evening, to everybody's consternation, Harold was not in his box.

A diligent search revealed no sign of him and it was sadly presumed that poor Harold must even then have been gracing the dinner table of some Chinese dockyard matey.

However, some 36 hours later Harold — who had in fact squeezed out of his box and made his way undetected over two-thirds of the ship's superstructure — picked his way between the sleeping members of the duty watch on the forecabin and coiled himself around a guard-rail stanchion, where he was found by the QM at 0400.

It was decided that Harold required a more suitable caretaker, so he was drafted to Johore and joined a small snake farm owned by an Army major. He was put in a cage with two other male pythons but then behaved in such a frisky manner that, on expert inspection, "he" was revealed to be "she" — so for Harold now read Harriet.

### JAPAN VISIT

Earlier in the Juno's Far East spell, several members of the ship's company were joined by their wives while the frigate was at Singapore.

Just over a fortnight was spent in Hong Kong as guard ship, and there was a highly successful visit to Niigata in Japan.

The Juno, commanded by Capt. K. Vause, has taken part in a number of exercises, including Wing Forward with her friend Otago as well as H.M. Ships Eagle, Scylla, Argonaut, Salisbury, Finwhale and Oberon.

She returned to Singapore for a maintenance period and harbour inspection before starting the long journey home, via Australia and South Africa, in August.

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## MEETING AT SEA FOR OLD- TIMERS

The cruiser Belfast was towed from Portsmouth to Tilbury on September 2 for essential repairs and renovation, in preparation for being moved to a permanent berth near Tower Bridge as a floating museum.

Approval has been given for the ship to fly the White Ensign in her new role, which begins with the official opening on Trafalgar Day, October 21.

Although the Belfast will have the usual trappings of any major tourist attraction, the Trust aim jealously to preserve her true character.

The sum of £120,000 raised to date will finance the first part of the scheme (opening of the upper deck, bridge, and gun turrets). Later, more of the ship will be open to the public.

On the Belfast's brief trip to the Thames there was an interesting meeting for her in the darkness off Brighton — the classic cruiser of the Second World War and H.M.S. Cavalier, veteran Royal Navy traditional destroyer.

Only the old Belfast, however, will survive as a reminder of the great fighting traditions of the old Navy.

### EXOCET FOR U.S.

America is following the Royal Navy's example in ordering the French anti-ship missile Exocet.

# Seagoing sons of Naiad

## CAME HOME WITH DAD

Ten "sons of Naiad," aged between nine and 16, came home with the ship when she returned to Portsmouth from the Far East in August. A voyage from Gibraltar with their dads in the Leander-class frigate had given them the treat of their young lives.

The fathers had paid for their sons to be flown to Gibraltar, where they had a two-day "run ashore" and then left for the last lap of the ship's homeward journey from Singapore.

The Naiad's programme included flying, mortar and Oerlikon practices, and the young guests were initiated into many aspects of life at sea.

### SOME ADVICE

They were well received throughout the ship, and, with much professionalism (derived from back seat driving), gave plenty of questionable advice to the officers of the watch!

It was believed to be the first time such an enterprise had been approved by the Admiralty Board, and the proud fathers with sons aboard included the captain (Cdr. A. R. Wood), several officers, CPOs and POs, and a leading seaman.

The Naiad had left Portsmouth on October 13 last year.

While at Hong Kong she did guardship duty, and nearly 40 wives were flown out to spend a fortnight with their husbands in Singapore during May.

The Naiad took part in Exercise Febex and also in SEATO



exercises, and she spent five days in Yokohama, Japan, as flagship of the Flag Officer, Second in Command, Far East Fleet.

### NEAR THE TOP

She was accompanied by H.M. ships Dido and Salisbury, and R.F.A. Olwen and the three proved popular when open to visitors.

Sailors enjoyed coach tours to Tokyo and the Hakone National Park, and a team of climbers got within 2,000-ft. of the summit of Mount Fuji.

Warm Australian hospitality lived up to its reputation during the Naiad's visit to Fremantle in June.

Help by the ship's helicopter

Lunchtime barbecue on the upper deck for the Naiad sons and dads on the way home from Gibraltar. This group includes the commanding officer (Cdr. A. R. Wood), Lieut. T. B. Dale, CPO R. Boreham and LS Edwards. The boys are Jamie Marr, John Pedley, Philip Dale and Neil Boreham.

and gemini drivers during floods in Singapore were also part of the ship's activities in the Far East.

## R.M. links to be preserved

Following the decision (announced in the 1969 Statement on the Defence Estimates) that certain Royal Marines training tasks at present carried out at Deal and Eastney should move to Lympstone and Poole, the Ministry of Defence (Navy) has been considering the future long-term deployment of the residual tasks which could be left at Eastney and Deal after these transfers are completed in 1973.

It has been decided that the R.M. School of Music should continue to be located at Deal. This will mean that the town's long historical and traditional links with the Corps will be preserved.

At Eastney the Major-General R.M. Training and his Headquarters, as well as certain associated regimental functions, including the Corps Museum and Archives, will remain in the barracks but will be concentrated at the eastern end.

This decision means continuation of the long association between the Corps and the City of Portsmouth.

The Ministry of Defence is now considering whether there is any further requirement for the remainder of the site.

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## FAMILY MAN'S JOB IN THE SUN

Chief Marine Engineering Artificer Ernest Southby has what he describes as a "real family man's job" in Singapore, on loan service with the Royal Malaysian Navy.

Having been out East twice, he knew exactly the conditions when he volunteered for the R.M.N.

"I have been here for two years so far," he said, "and this is the longest spell I have had with my family in 21 years' service."

Other comments included the following:

Lieut. Stuart Thorn: "I have really enjoyed the three years here and the extra responsibility." His wife has been on indulgence trips to Hong Kong and New Zealand.

Radio Electrical Mechanician 1st Class Michael Hobbs, who has about a year still to do: "Some of the wives don't like it for the first three months, but once they start making friends they soon settle down."

Radio Electrical Mechanician 1st Class Roger Parker: "My wife wishes she had brought her sewing machine."

British personnel who volunteer for loan service do a three-

year tour, either at the R.M.N. bases in Singapore or Penang, or in the Defence Ministry in Kuala Lumpur. Most of them are at Woodlands, Singapore.

There are few sea billets. The reason for the call for volunteers is that the R.M.N. is going through a period of great expansion.

Details are given in DC1 144 7/70.

**CMEA(P) Ernest Southby** talking shop with the Malaysian petty officer in charge of the engine room on one of the Royal Malaysian Navy's patrol craft.

Picture: PO (Phot) A. Chadwick



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# Will you let the wife freeze?

Families who never owe a penny, make provision for every contingency, and eventually arrive at the Pearly Gates to collect their made-to-measure wings, need read no further. This article is not for them.

For the remaining less-perfect mortals, the idea is to have a chat about meeting a bill which seems to create more alarm and despondency than having the moths in the car chassis when the MOT is due.

That bill is for electric central heating in married quarters.

Central heating (as any financial sufferer will confirm) is not an amenity but a science — a system which has to be studied and controlled with the utmost dedication lest it jumps up and bites you.

## Not prepared

When a customer is told by a salesman, "Only £2 a week madam," it doesn't sound too bad.

But at £2 a week — all the year round — means £4 a week in the winter when the central heating is really being used, and many, many people suddenly involved with central heating are just not prepared for that kind of expenditure.

How then can the cost be kept down?

Assuming that most naval families in married quarters will have off-peak central heating, it is important to understand the programming when there is a fan-operated system (no doubt the warden will advise).

In the case of storage radiators, try keeping them down to half-heat unless the weather is extremely cold.

Open the bedroom windows

when making the beds — and then close them again.

Open windows anywhere mean bigger bills. It is better to have a quick "blow through" and then close again, than have windows open all the time.

Generally speaking, if a house gets stuffy, it means that too much money is going through the meter. Cut the heat down. Cut it out if you go away — even for a day.

Above all, if the central heating breaks down or there is need of extra warmth, do go easy on the wall fires, which use full-price juice and fair eat pound notes.

Some Electricity Boards require a £20 deposit before switching on for a new customer, but where this does not apply it is absolutely essential to put by money in preparation for the bill.

## Get in touch

However, where a family has got a "shocker," they should get in touch with the Electricity Board at once, so that some arrangement may be reached to prevent the current being cut off.

One way may be to pay off as



## Basil's aboard!

The ship's mascot, Basil Brush, joined families on board H.M.S. Fox for a day at sea before the survey vessel left Devonport on August 14 for the North Sea area.

Harwich was visited from August 20 to 22, when 40 delegates from the Commonwealth Survey Conference at Cambridge toured the ship.

With Basil Brush in the picture are TV stars Leslie Crowther and Sheila Bernet, who took time off from the summer show at Paignton to visit H.M.S. Fox. Waiting to greet them was six-year-old Amanda Gentry and ME1 Robin Barnes.

## ROWNER ARRIVAL

A new arrival on the married quarters estate at Rowner, Gosport, is the Rev. Timothy Wooderson, who has been appointed priest-in-charge by the Bishop of Portsmouth.

Tim, his wife Sue, and their young children, will be living right among the naval families at No. 6 Court 33. Later he will have an office near the new play centre.

## RUSS FLIES HIS FLAGS



The flags spell out the name "Russ," and were a fitting finale to the christening in H.M.S. Exmouth at Chatham on August 22 of Russell, son of Communication Yeoman Graham Kingdon and his wife Jacqueline. With them in the picture is their daughter Vikki.

Taking the picture was another "Russ" — PO Whalley, the PR photographer at Chatham.

## Taught in Malta

On the staff of the Royal Naval School, Malta, since 1949, and one of the best-known teachers of English in the island, Miss Jacquee Yule has retired.

She went to Malta with her widowed mother in 1937, endured the war-time bombing, taught English as an employee of the Malta Government, and then went with the Navy, first at Ta Xbiex, and then at Tal Handaq.

Her farewell was marked by a presentation, made on behalf of the school by the present headmaster, Instr.-Cdr. M. F. Law, who recalled that in 1970 Miss Yule's services were recognized by the award of the M.B.E.

● A big parcel for a big occasion — a portable radio as a farewell gift to Miss Yule on her retirement from the Royal Naval School, Tal Handaq, Malta.



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## IT'S ALL ABOARD FOR THE ARK

At Charlie Buoy, Plymouth, families of members of the ship's company of H.M.S. Ark Royal arrived by P.A.S. boat (below) for a successful families day. In all, 1,500 went on board and there were plenty of excited faces.

Families saw where their menfolk work and play, and as a "bonus" there were photographic displays, a cinema show for young children and Beating Retreat by the Royal Marines Band.

Finale was the trip into Devonport Dockyard, with a commentator describing the features and giving a history of Plymouth.

The ship presented a beautiful giant oggie to the B.B.C. for their work on the television programme "At Sea with the Navy," which brought Operation Lymelight into many of the country's homes.

In return, the B.B.C. presented RO2(T) M. H.

North and RO2(T) G. R. Clark with £5 for their winning selection of the title for the programme.

Among those visiting the Ark during a full dress rehearsal for Operation Lymelight was the Lord Mayor of Leeds (Ald. T. Watson). Leeds adopted the former H.M.S. Ark Royal during the war, and there has been a close association with the city ever since.



## Families Page - 2

## The girl on the 73 bus

"Do you realize that we may never meet again," he said to the girl he saw in the Tube, and she was so surprised (and flattered?) that she gave him her name and address. Eventually he married her.

That happens to be a true story, but how many of us remain curious to this day about "a ship that passed in the night" — some stranger met for a brief while, and gone just as the realization was forming that he was rather interesting.

But if the moment goes — it is missed for ever.

Unless, of course, you try writing to Navy News if the stranger happened to be a sailor.

### Can you help?

That is why Sandra sent a letter saying she was travelling on the 8.25 p.m. No. 73 bus from Southampton to Titchfield, and sat talking to a sailor who was going to Lee to meet his mate, and then on to Scotland, where they both live, to spend the leave together.

She remembers he was about 24, and fair, and she told him a few things about herself: that she was 19, works in a surveyor's office, rides a motorbike, and has a brother in the Army.

"Can you help," she said in her letter. "I do hope so."

And Navy News hearted melted — and here we are trying.

So if the sailor reads this, he can write to her c/o Navy News, RN Barracks, Portsmouth, and the letter will be forwarded.

So say something Jack, if it's just farewell!

# When no help can be given . . .

supporters, and a firm attitude produces ill-feeling in the applicant.

### The reasons

However, any unsuccessful applicant who is hurt or puzzled by a refusal can write to Navy News giving all the facts, and every effort will be made to explain the reasons for it.

The Trust is only too anxious that their methods of working should be fully understood.

interesting and informative," she said, "and clear the air for many people including yours truly."

### The decisions

Navy News has, in fact, been giving pages of information about R.N.B.T. aims and

working for some years now. "What the R.N.B.T. does" in simplest terms is to run the Royal Navy's benevolent fund, but the decisions on how

## Greeted by new arrival

Having seen so much evidence of appreciation for help given to naval families by the Royal Naval Benevolent Trust, a letter from Chatham came as a surprise, to Navy News.

The reader was upset because of R.N.B.T. refusal to help when the family found itself faced with a financial problem. Her husband's income, she said, was small.

"An article on R.N.B.T. and what they do would be

Among the youngest to welcome home H.M.S. Forth on arrival at Devonport from Singapore was 18-day-old Paula, taken by her mother Sue to meet Able Seaman Barry Lovell. She also had with her Paula's little sister Caroline, and Barry's nieces — Mandy (left) and Linda (right).



## Florida welcomes the Navy



Charming visitor to the Navy News office in August was Mrs. Virginia Patterson (above), vice-president of the Redcoats Welcome League at Cape Canaveral, Florida.

This organization, with Mrs. Marti Holloway as president, was founded in July this year and has the blessing of Cape Kennedy Area Chamber of Commerce.

Already men of H.M.S. Revenge and H.M.S. Ark Royal have enjoyed the hospitality of the two ladies and their friends — in the case of the aircraft carrier involving a 200-mile drive to Fort Lauderdale.

They are most enthusiastic in their wish to offer hospitality and organize tours for visiting British ships.

They would like the Navy to know about this, and hope they will hear about visits in time to arrange a welcome.

The president's address is Mrs. Marti Holloway, PO Box 1235, Cocoa Beach, Florida 32931, U.S.A.

Mrs. Patterson's call on Navy News was during a visit to friends in England.

# Navy News

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The centuries-old manufacture of beer, wines and spirits is an international saga of far-sighted men who, in the 18th and 19th centuries, pioneered companies which have carried their names all over the world. Some of those stories have made interesting reading in earlier features, and three more, told on these pages, link products of Scotland, Italy and Germany.

# The 'water of life'!

A century ago in the old Edinburgh port of Leith, William Sanderson was successfully producing Aqua Vitae, the water of life—a fact which suggests that the "medicinal" qualities of a drop of good Scotch whisky have long been recognized!

William Sanderson and Son, Ltd., one of Scotland's leading producers of Scotch whisky, originated in 1863, and the name of the life-giving product it now distils has probably aroused more curiosity than that of any other liquor.

But the explanation behind VAT 69 is simple.

Late in the 19th century, William Sanderson produced several superior blends of Scotch whiskies. Altogether he made up nearly 100 different "vatings."

Skilled blenders and tasters sampled them all to select the one they considered was the ideal blend of Scotch whisky. The choice was unanimous — and the "vatting" happened to be numbered 69.

### BLEND UNCHANGED

This blend, chosen so many years ago by the experts as the ideal Scotch whisky, today remains unchanged and is still known throughout the world by its original name — "Vat 69" Finest Scotch Whisky.

William Sanderson then turned his attention to the choice of a bottle worthy of VAT 69. He chose one best expressive of the ancient bottle-making ability of Leith — and its shape is still familiar today.

Today, the Sanderson family emblem (the Talbot Hound) appears on every bottle, and so ensures devotees the world over that what they are receiving is, in fact, the true Sanderson spirit.

In September, 1964, the VAT 69 bottle was introduced in a new shape — a taller, slimmer version of the original — but the label remained the same as the one used when the brand was first marketed.

## Vintage . . .

Way back in 1750, in the village of Pessione, Italy, a company was producing an aromatized wine in which a distillation of Alpine herbs was added. This wine was to be the forerunner of the product which has since carried the name of Martini all over the world.

Around 1800, Pessione consisted of factories surrounded by vineyards, in one of which the wines were prepared and the herbs distilled to produce vermouth.

In about 1830, the Martini family acquired the factory and registered their own world-wide trade mark — and Martini was to be the brand name for all time.

After the Italian War of Independence, Commander Luigi Rossi, technical director and a partner, gained control of the company renamed it Martini and Rossi, and secured trade mark registration in the U.S.A. and Canada where large exports were immediately achieved.

Italian immigrants all over the world were asking for Martini, and by 1900, exports were being shipped in bulk to importers who bottled the vermouth on the company's behalf. In the U.S.A.,

Continued on next page.

# The right one



SWEET · DRY · BIANCO



An amazingly versatile pick-me-up that creates well-being from the inside — this phrase is chosen as the most suitable definition to describe a drink called Underberg, and, at the same time, probably one of the good reasons why Britons are reported to be fast becoming Underberg drinkers.

Stowells, of Chelsea, who market Underberg, which comes from Germany, report that sales are steadily rising in all areas of this country.

#### SALES DRIVES

Underberg is the subject of a sustained advertising campaign, backed by a series of tastings and competitions in pubs, off-licences and supermarkets throughout the country.

But intensive sales drives are only part of the Underberg success story. On the Continent more than two million bottles of Underberg are consumed every day, supplied from the main plant at Rheinberg on the Lower Rhine,

# Wunderbar Underberg

as well as from plants in Denmark, Switzerland and Austria.

Underberg helps settle the stomach. Taken before drinking, eating a heavy meal or setting out on a long journey, it aids the digestion, and is ideal as a tonic to ease stomach discomfort.

Underberg is produced for its effect, and should be drunk neat and straight down.

Underberg was founded as a company in 1846 by Mr. Hubert Underberg who launched the pro-

duct under the name of "maagbitter," meaning "stomach bitter."

#### SAME FORMULA

The Underberg formula is, true to the company's motto — "semper idem" (always the same), and it is known only to the Underberg family. It is a mixture of the finest selected herbs and spices blended with pure alcohol and softened water. The end result is 84° proof.

Although the recipe is old, the production plant in Rheinberg is among the most modern and highly automated in the world. Here the mixture is matured in large wooden vats for nine months. The magnificent skyscraper building houses enough Underberg to fill 100 million bottles.

The whole operation, from maturation to bottling, is completely automatic, and, in spite of having a work force of only a few hundred, the plant achieves its huge output of over two million bottles a day, and sales and marketing expertise has resulted in an almost 100 per cent distribution in Germany.

#### NEW MARKETS

New markets are constantly being sought throughout the world. Underberg is now supplied to the Ships Stores Department of the Whitbread Group, from where it will go to the Royal Navy and merchant navy men all over the world. In fact, almost every means of travel is covered.



**Why more than 2m. bottles are drunk a day...**

...because it's an unbeatable pick-me-up.

As the pace of modern day living becomes more and more hectic, so the body is subjected to greater stresses and strains. Underberg, of which more than 2 million bottles are drunk a day, is the ideal pick-me-up.

It's surprisingly versatile. Take it whenever you're feeling down, or whenever your stomach's not quite able to cope. When you've been overworking, overeating, overdrinking, in fact whenever you over-do-it — Underberg.

#### How to drink Underberg

Toss it straight down. You're on the way to feeling a lot better.

#### The Underberg Formula

The exact formula of Underberg is a well-kept family secret. But basically it's made by mixing the finest, selected herbs with pure spirit. This mixture is then matured for nine months in oak casks. And the bottled result is 84° proof. Drink it, and you'll see why Underberg has been a popular remedy ever since 1846.



# UNDERBERG

SOLE DISTRIBUTORS:

STOWELLS  OF CHELSEA

\*\*\*\*\*

# ... Martini

following the end of Prohibition, sales exceeded all expectations.

With modern business methods and improved technological knowledge, the Martini name has become known in every country, and, today, more than 20 independent companies bear that name with 24 production and bottling factories in various parts of the world.

Under the leadership of the Counts Rossi de Montelera, the company has ridden such storms as two world wars, economic crises and recessions, and has emerged stronger than ever.

In 1950, Martini and Rossi took a great commercial step forward. All commercial offices ceased to supply customers with bulk liquid, and countries started their own bottling plants.

This resulted in the creation of a world-wide sales force and agency, and offices in all the world's most important cities. Their own advertising offices enabled them to advertise in the best way suited to their own countries with the brand name of Martini represented in an international form.

This period of expansion and transformation brought about an immediate increase in sales, and despite the heavy expenditure for factories and bottling plants, production was increased tenfold, between 1952 and 1960.



**Brewmaster never changes.  
Even when the weather does.**

Some beers change as the temperature and climate change. Not Whitbread Brewmaster. It keeps its fine taste and individual flavour, wherever you keep it. Which makes Brewmaster ideal for your ship.



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Available through all UK Ships Stores and Continental Chandlers.



## 1,000 ERRORS A DAY LEAD TO...

# Computeritis

For a thousand reasons a day, the Royal Navy's new pay and records computer at H.M.S. Centurion is hiccuping while dedicated Service and civilian staff, ranged around the beast, strive valiantly to cope with its malady.

Being a splendid product of this technological age, the machine is managing to digest an unbalanced diet, and chuntering out masses of paper, but the mere mortals are feeling the strain.

Gather around and hear the sad story (especially if you happen to be involved in reporting the computer information from the Fleet).

Out of 3,000 reports a day being received, the well-trained machine is spotting 1,000 errors.

### Backlog

Had it been programmed to register embarrassment, it would by now have been an almost permanent pink, but the pained expressions are beginning to be worn by the people who have to take away the pieces of paper and try to resolve the mounting pile of problems.

In truth, there is now a backlog. For a short time the transfer of pay accounts and records into Centurion is being slowed down to enable the staff to get on terms with the load of errors.

It will also give the Fleet a chance to improve its standard of reporting.

The most common mistakes

## (NOTHING FATAL, BUT CENTURION COULD USE SOME 'FIRST AID')

made by the ships are in recording men's service numbers and in the completion of Movement Occurrence Reports.

### Progress

On the more cheerful side, the first year in the life of H.M.S. Centurion, which commissioned under the command of Commodore F. W. Hearn in October, 1970, has been one of steady progress towards the ultimate goal of computerizing the pay and records of the entire Navy.

Since January 1, 1971 — when the process really started — some 14,000 pay accounts and records have been transferred into H.M.S. Centurion.

Although these have been drawn only from eight shore establishments, the drafting of men to and from these places has created a ripple effect which means that more than 100 ships now have "computerized" men.

Each of these individual units now has to report to Centurion the changes in a man's circumstances which need to be reflected on the computer record. In other

words, every fact which the rough and fair pay ledger hands in the ships needed, now has to be reported to Centurion.

Unfortunately, of the 3,000 such reports arriving every day, many of them contain either major or minor errors which have to be resolved before the computer can perform as it should do. About one-third are unacceptable to the computer.

A few problems like this a day wouldn't worry anybody, but 1,000 a day is a different proposition.

If the present situation continues, then by the time the whole Navy is on the computer there will be something like 5,000 errors a day.

### Much learned

Such a high rate of error was never anticipated and, unless corrected, would take an inordinate number of staff to cope. It would also result in delays in producing accurate pay balance statements, and — most important — would mean that the record on the computer would not be as up to date as it should be.

Much has been learned in the past few months — and this for certain, that there is nothing fundamentally wrong with the computer system. Once everybody realizes the need for complete accuracy when sending information to Centurion, then the whole thing will be plain sailing.



### UP ON PAY!

With apologies to the famous eruption-painting "Faithful Unto Death."



## Faith with fun at Bahrain farewell

A torchlight procession led by a band was part of a memorable farewell when H.M. ships Beachampton and Yarrnton left Bahrain for Hong Kong on August 9.

The procession made a splendid sight as it made its way through the establishment, H.M.S. Jufair,

the road being lit up with the flares. There must have been 300 people joining in.

When the procession reached the hard by the minesweepers, there was refreshment and hymn singing, everyone joining in with gusto. Prayers were read by the Chaplain over a loudspeaker.

Although some "only came for the beer," it was a striking demonstration of faith with fun, and a talking point for long afterwards.

The reason for it all was that Bahrain, being in the process of rundown, had its Church Week earlier than the rest of the Navy, and the community hymns and the saying of prayers for the safe journey of the Beachampton and Yarrnton formed part of the programme.

### Very moving

Another successful event was an open-air service in Jufair Gardens, taken entirely by junior ratings who read the lessons, and acted as ushers and sidesmen.

People were in casual rig and sat about on the grass, "like a picnic with soft drinks and biscuits."

It was hot under the palm trees, with a sort of Biblical atmosphere. "Very moving," said a worshipper. "I felt as though I was at the feeding of the five thousand."

## Two more departures

Two more ships of the 9th Mine Counter Measures Squadron have left Bahrain. They were H.M.S. Wiston (seen here) and H.M.S. Puncheston, which received a send-off from a flotilla of small craft led by Commodore Sir Peter Anson in his barge.

All the craft were laden with well-wishers, including many children and a bevy of attractive ladies.

The ships' companies waved and the Puncheston cheered ship for the Commodore as the escorting flotilla broke away. No doubt all on board the two ships were looking forward to their return to U.K. in time for Christmas.

To the onlookers there was inevitably a tinge of sadness not only as friends steamed away, but also as yet another link was broken with 150 years of patrolling by the Royal Navy.



## 'It's a mine!' shock for the Kellington

About the last thing the ship's company of the minesweeper H.M.S. Kellington expected to encounter while on fishery protection patrol around the Shetlands was a mine!

But there, right in front of one of the Kellington's divers, LS Sandy Ellis, was a German World War II mine containing 350lb. of explosive.

The divers, led by Lieut. Martyn Holloway and guided by Sub-Lieut. Paul Skiera and his Sonar team, were searching in Lerwick harbour for five shackles of chain and

an expensive phosphor bronze anchor.

These items had been left behind on an earlier occasion when a German coaster threatened to drift into the Kellington in a 50-knot wind. The coaster picked up the minesweeper's anchor and the Kellington's commanding officer decided to break the cable and take evasive action.

LS Ellis's report "It's a mine!" caused a

moment's silence in the Kellington's gemini, but the divers were soon at work, identifying and securing the mine before resuming the search for the cable and anchor.

With this job successfully completed, they returned the next day to deal with the rusty and highly dangerous mine, exploding it where it lay, only 200 yards off the South End at Lerwick.

And so everyone was happy — except one small boy among the spectators who apparently wanted the Navy to do it all again!

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LI



# Navy ships save 250

The Royal Navy snatched about 250 men from wrecked and stranded ships — including 200 American sailors from the grounded US supply ship *Regulus* — in the wake of Typhoon Rose, which hit Hong Kong with wind gusts of well over 100 knots.

The three minehunters of the Sixth Mine Counter Measures Squadron, H.M. ships *Hubberston*, *Bossington*, and *Kirkliston*, left their moorings, still in gale force winds, at 7 a.m. to help with rescue and recovery operations in the harbour's western approaches.

The *Hubberston* was quickly directed to investigate the position and condition of the *Regulus* which had gone aground on Kau Yi Chau Island. She was found hard on the rocks and listing 10 degrees to starboard.

In difficult conditions, the *Hubberston*, joined by the *Bossington*, ferried aboard, six at a time, the majority of the American ship's crew, using Gemini craft.

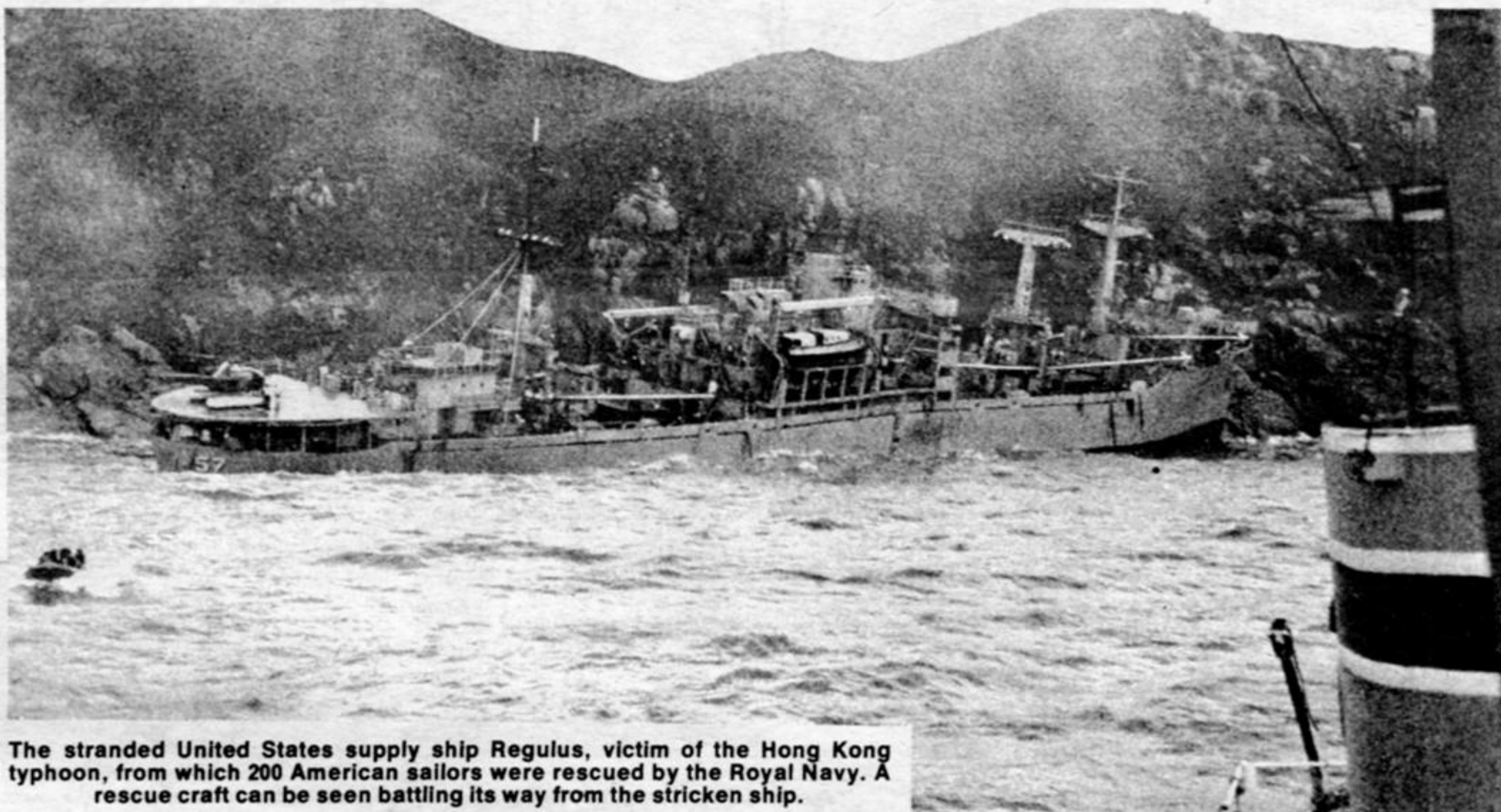
Meanwhile H.M.S. *Kirkliston*, investigating stranded ships, recovered some 40 seamen, including the four survivors of the Hong Kong-Macao ferry *Fatshan* which capsized off Lantau Island with more than 70 crewmen aboard. Later rescue bids by naval divers were called off when all hope had been abandoned of finding anyone left alive.

Forty-eight hours later H.M.S. *Hubberston* was answering yet

## 'SNATCHED' FROM THE TYPHOON

another request by the Hong Kong Marine Department, this time for divers to investigate a wreck believed to be the SS *Lee Hong*, a former Macao ferry which had been laid up for the past 10 years.

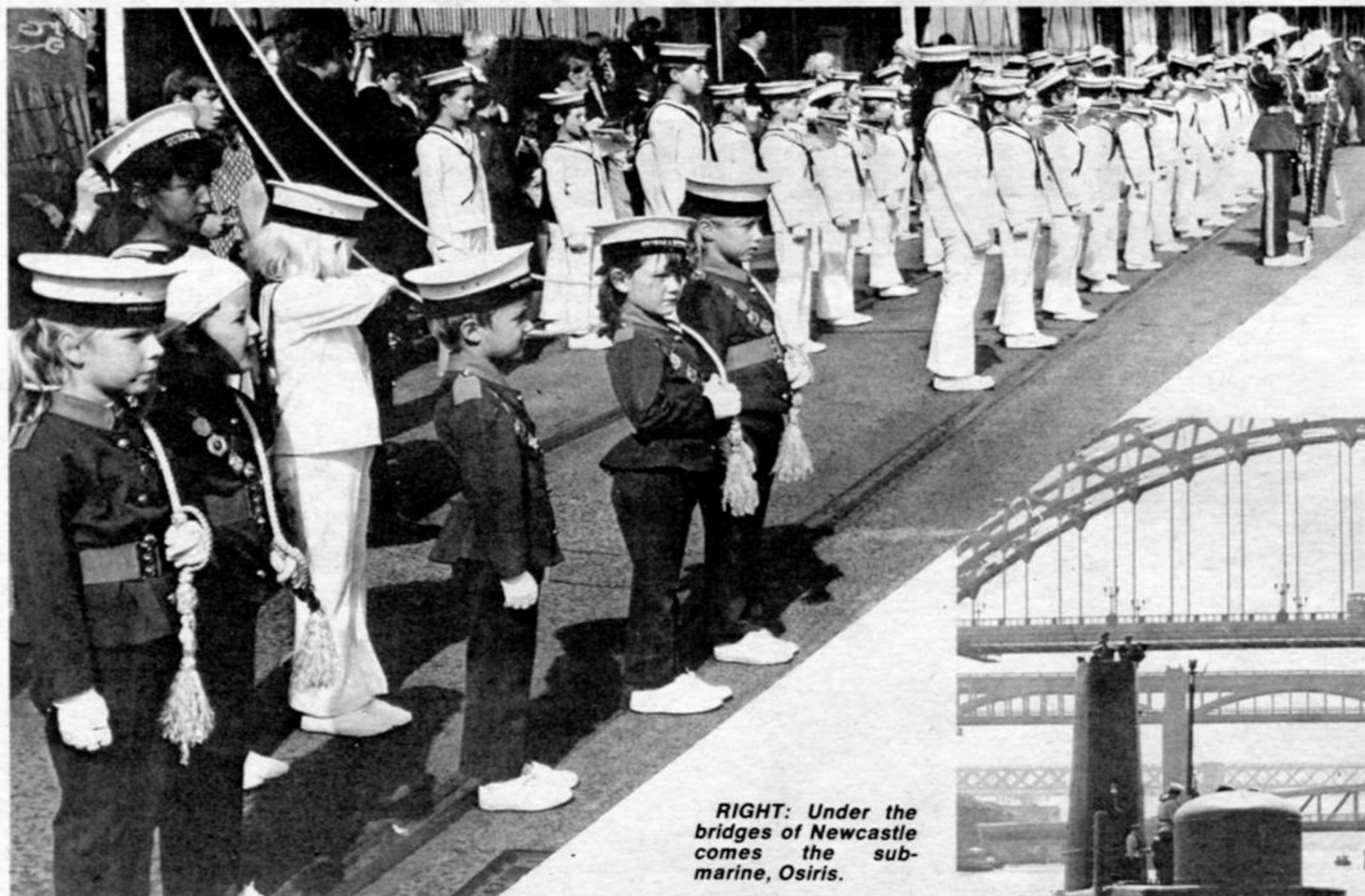
They were unable to identify positively the remains, but local marine experts said it could not be anything else but the old ferry. Later bodies of two crew members were picked up and the remainder of its crew of nine were feared lost.



The stranded United States supply ship *Regulus*, victim of the Hong Kong typhoon, from which 200 American sailors were rescued by the Royal Navy. A rescue craft can be seen battling its way from the stricken ship.

## 'GEORDIE' WELCOME—WITH JAZZ

LEFT: The scene when the Whiteleas Submariners Juvenile Jazz Band welcomed H.M.S. *Osiris* to Newcastle-upon-Tyne.



RIGHT: Under the bridges of Newcastle comes the submarine, *Osiris*.

## Squadron of Scots skills on view

The men of the 1st Mine Counter Measures Squadron brought a touch of local Scottish colour to their Minemeet '71.

After three days of shakedown exercises in Scottish waters, the squadron, led by H.M.S. *Abdiel*, landed ships' companies at Loch Ewe for an afternoon of "Highland Games."

The squadron flag, bearing the Red Lion of Scotland, flew over the field as local spectators watched the Macdonalds and Campbells of the Royal Navy tossing the danbuoy stave and putting the danbuoy pellet.

The squadron is based at Port Edgar, and, as nearly half the men are Scotsmen serving near their homes, there was no shortage of Highland skills, with an added minehunting interest.

Cock o' the Squadron proved to be H.M.S. *Wolverton*, and prizes were presented by the Captain MCM (Capt. G. R. T. Duffay).

H.M. Submarine *Osiris* was given a spectacular welcome by the Whiteleas Submariners Juvenile Jazz Band when she visited Newcastle — and in the forefront of the Tyneside welcome was Coxswain Chris Crossman (50), of Gosforth.

Since he became a careers adviser in the R.N. and R.M. Careers Office at Newcastle, Coxswain Crossman has moulded the 100-strong Submariners Juvenile Jazz Band into a very successful enterprise, and his stalwart efforts were reflected in their dockside presentation.

"Geordie" Crossman's service in the Royal Navy since 1939 has earned him the D.S.M., the B.E.M. and the Queen's Commendation for his work as senior instructor in the submarine escape training tank at H.M.S. *Dolphin*.

### HIS FIRST OSIRIS

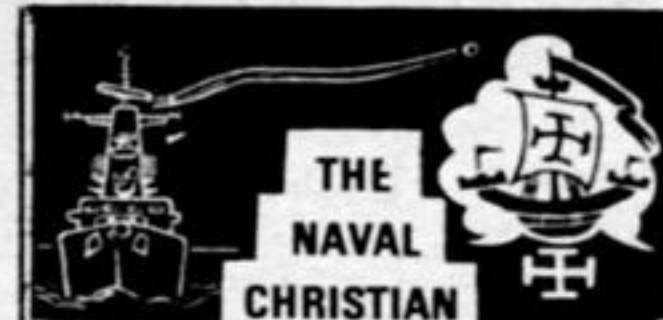
Ironically, his first submarine was H.M.S. *Osiris* — the first submarine to carry that name. He served as second coxswain during her second world

war operations in the Mediterranean.

Crew members of the present *Osiris* were well entertained during their four-day stay in Newcastle.

Among places visited were the famous Newcastle breweries, the factory of W. D. and H. O. Wills, Havannah Colliery, and the Roman Wall.

A highlight of the visit was a football outing to see Newcastle United against Liverpool, and there was hospitality from the local branch of the Royal Naval Association, which was presented with a plaque.



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## Navy News

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### Base port problems

If results could always match intentions, a vast amount of "turbulence" would vanish from Navy life, to the joy of men and their families — and the recruiters.

For instance, having only one royal dockyard would be sweet simplicity compared with the problems of today. Ships would commission, pay off, give seasonal leave, and have refits all from the same place.

But alas, there is more than one dockyard, and the Service therefore becomes involved in a complicated process to form some sort of pattern which will take account of both defence and human needs.

Every move towards an ordered existence for ships and men is hampered by ifs and buts, not the least of the difficulties being the changing commitments imposed upon dockyards by workload switches required for tactical, financial, or other reasons.

#### USEFUL GUIDE

However, though rocks abound, a fairly well-defined channel is being marked. Continuous commissioning is smoothing out heights and troughs in manpower demands, and readers of the Commissioning Forecast page will have seen the three-year base port programme.

The base port is a "leading mark" in trying to select a course for domestic plans, and for many people it will form a useful guide, but it has to be admitted that although every effort will be made to avoid changes, some will be inevitable.

Before any alterations are made, the arguments for and against — and the effects on men and their families is one of the most important — are considered at the highest level. Changes have to be approved by the Admiralty Board itself.

Whatever the base port, of course, the array of training establishments in the Portsmouth area does tend to keep the cars and coaches running to Plymouth and Chatham, and that is another factor which just has to be lived with.

#### MORE SETTLED

Undoubtedly a great deal has been done to allocate the servicing and repair of warships so that each dockyard has varying specializations, and the continuing aim is to keep this working as nearly as possible according to plan.

Arrangements now being made, coupled with reducing separation, are steps along the road towards a more settled life for sailors, with the unlucky "green rubs" as a reminder that perfection can only be sought and seldom attained.

A wide awareness of all the snags is essential to a full appreciation of the rewards and a softening of the disappointments.

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Prospectus from Secretary.

### Oklahoma comes to Mauritius . . .

When Oklahoma came to Mauritius — thanks to the efforts of the H.M.S. Mauritius Musical and Dramatic Society — a local newspaper hailed it as "Une très belle réussite."

And quite an effort it was, produced by Lieut. Derek Sayce and performed four times in the Vac-oas Naval Theatre and three times in the Municipal Theatre in the capital, Port Louis.

The ambitious show was a great success, raising funds for local

charities. It was the first time that an H.M.S. Mauritius show had been performed outside the Naval Theatre and the production involved many local people, including Major Paul Domingue — "avec l'Orchestre de la Police"!



"As I suspected — some of us don't know whether we are on our bow or our curtsies!"

# Have pencil, will travel

Heading the team is Mr. Jim Gray, formerly P.R.O. to the Flag Officer Scotland and Northern Ireland. A newspaperman who has also served as a P.R.O. in industry, he comments, "This is the most exciting job one could imagine. We are looking forward to building

up a really close liaison with the Fleet and we welcome suggestions and requests for publicity assistance from the ships. We will of course be working closely with commanding officers and ships' Press liaison officers."

With them in the team is Mr. Robin

Barrett, recently returned from Singapore, where he was a P.R.O. with the Far East Fleet; Mr. Lawrie Phillips, who has served at Northwood for a year as a P.R.O.; and Lieut.-Cdr. Harry Lipscomb, well known in the Royal Navy for his P.R. activities, particularly with the Fleet Air Arm and more recently with the Western Fleet.

The new-look Fleet P.R. Department works to the Commander-in-Chief Western Fleet, and also comes under the organization of the Directorate of Public Relations (Navy).

Pictured here at Fleet Headquarters, Northwood, are members of the newly-formed mobile public relations department for the Fleet. Left to right: Mr. Robin Barrett, Mr. Jim Gray, who is Fleet P.R.O., Mr. Lawrie Phillips, and Lieut.-Cdr. Harry Lipscomb.

## THE CHANGING SCENE AT TERROR

The Chiefs' Mess and the POs' Mess at H.M.S. Terror, Singapore, amalgamated on November 1, 1970, forming a rather large complex known as the Senior Rates' Mess (writes CPO A. J. Anderson, the Senior Rates' Mess President).

Although there were certain diehards against the move, in the main, and particularly socially, it was a great success.

By this time we had the first "Brown Jobs" already living in the mess, and as time went on we became more and more integrated with the advance party of ANZUK (Australian, New Zealand, United Kingdom Forces).

In the Senior Rates' Mess today there are more than 400 permanent mess members, not only from the three countries, but also representatives from all three Services of each country. I believe this to be unique in the history of Royal Navy senior rates' messes.

#### Happy picture

To complete the picture, when H.M.S. Juno was accommodated in H.M.S. Terror recently, there were two Netherlands POs attached to the ship, and they were also living in the mess.

The women's Services are also in evidence here, with the W.R.N.S. and W.R.A.A.C. who are honorary mess members.

With H.M. ships Eagle, Albion, Intrepid, Glamorgan, Arctura, Zulu, Argonaut, Oberon, Orpheus, Finwhale and Triumph in the area, and accommodated at times, it paints a very colourful, and I am pleased to say, happy picture.

On October 9, 1971, H.M.S. Terror will be renamed "Woodlands Garrison" and will be the ANZUK Area Garrison, accommodating the ANZUK Ordnance Depot, 9th Signal Regiment, ANZUK Garrison Hospital, Headquarters ANZUK Support Group and 112 Supply and Transport Depot.

The Singapore Maritime Defence Force will also be accommodated in the Garrison.

When the Senior Rates' Mess becomes Woodlands Garrison Senior Rates' Mess this month, you may not recognize the name, but you will be most welcome to pay a visit and enjoy a "Tiger" in probably the finest mess and establishment the Royal Navy ever had.

—A.J.A.



# Sea dog 'missile' a winner!

Launched (from the trap) and going "like a bomb" — that's the new sea dog "missile" Bristol Venture being set off to a good start by men of H.M.S. Bristol.

## Roofs will keep dry docks dry

The Department of the Environment is consulting Plymouth City Council on the proposal to build a new £12m. frigate complex at Devonport dockyard, incorporating three covered dry docks.

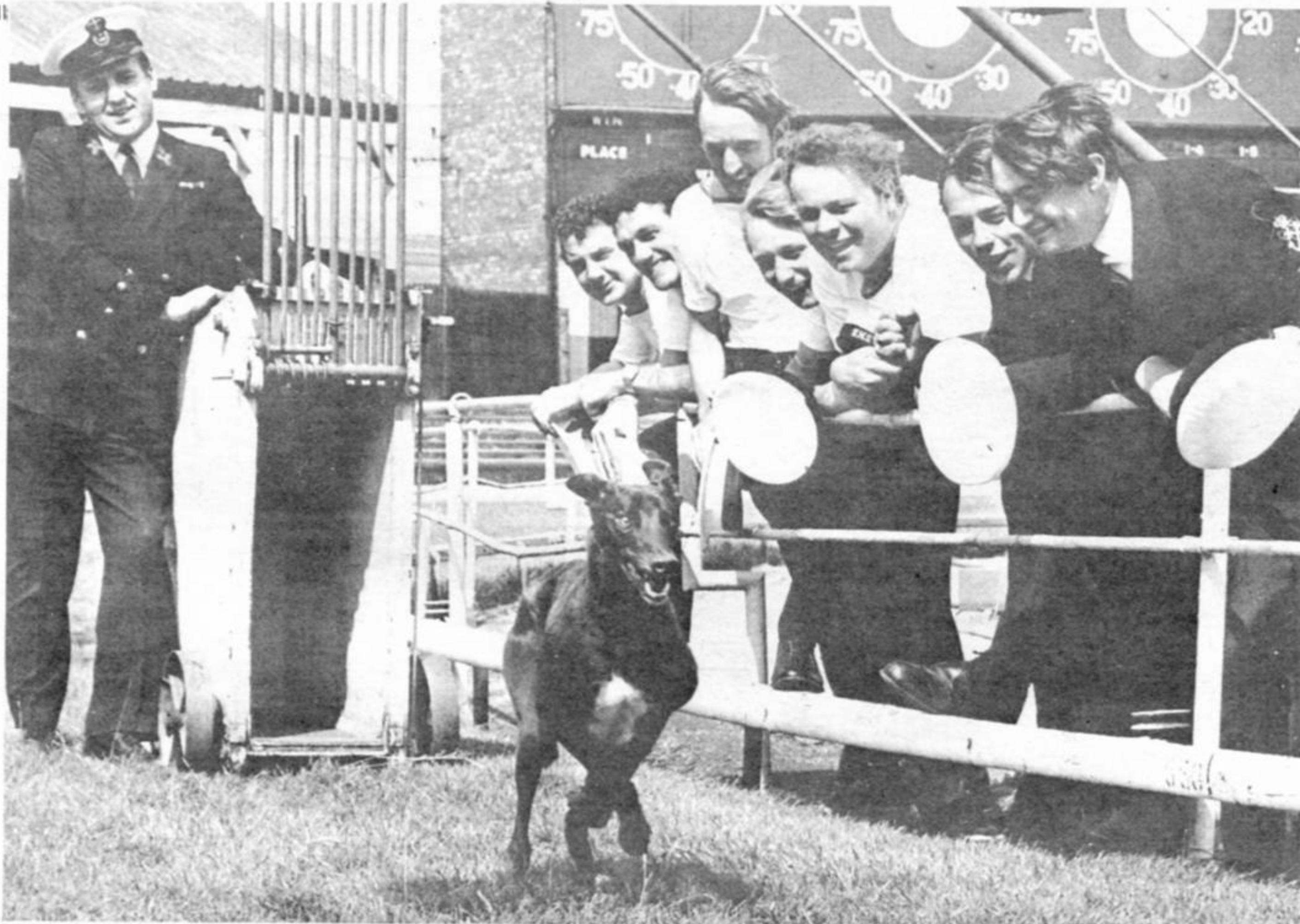
Work is expected to start next year and be completed in 1974.

The project is part of the dockyard's first major facelift since the 19th Century. There are plans for building and civil engineering developments costing over £40m.

These will give Devonport the capability to refit and refuel nuclear submarines, and will make it the leading yard for the "typed" refit of the Leander-class frigate, and ultimately for its replacements.

The frigate refit complex involves modification of three adjacent docks in No. 2 basin.

An unusual feature will be the roofing-in of the docks, contributing significantly to quicker refitting by enabling production to continue throughout the year, unaffected by bad weather and darkness.



Daily Express picture

In two months his proud owners twice saw him win, and he was reputed to have considerably increased in value.

The only real problem had been in choosing a name to replace the two-year-old greyhound's original title of Shearin's Hunter. The first choice, Bristol Fashion, was not acceptable because another dog was already registered under that name.

### A REAL PET

So he became Bristol Venture — a most friendly creature who has become the real pet of the ship's company children when they visit him at the kennels on Sunday mornings.

Consequently, he is usually too full of "goodies" to run well at the Monday evening meeting!

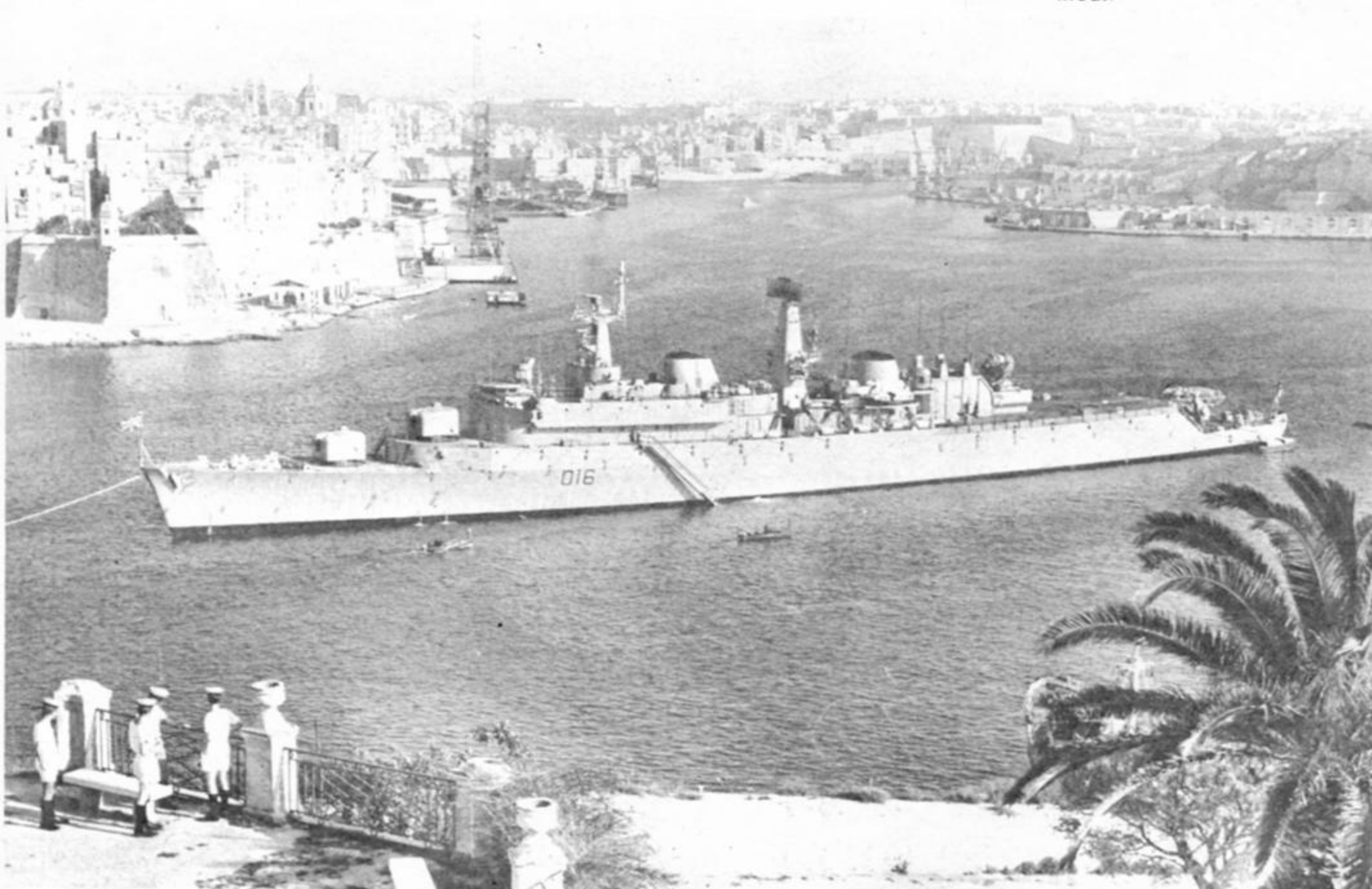
However, his trainer has great confidence in the dog, believing that, given time, he could be a great winner.

And, as for the men of the Bristol, they think greyhound ownership is great fun and quite inexpensive.

"You'll never beat us, but we recommend joining us," they say: "We are at present the undisputed holders of the R.N. Greyhound Racing Challenge Trophy!"

## LONDON IN MALTA

BELOW: The Royal Navy in Malta — and a picturesque setting for this "family album" picture of H.M.S. London in the Med.



After seven months in the Mediterranean, H.M.S. London, wearing the flag of the Flag Officer Flotillas Western Fleet (Rear-Admiral A. M. Power), was welcomed home by her families and a Royal Marines Band at Portsmouth.

She had come "hot foot" from the Black Sea, where she had been the first Royal Navy ship visiting those parts for five years. Apart from her time in the north Turkish port of Samsun, she was shadowed by a Kotlin-class destroyer of the Russian Black Sea fleet for the entire time spent in the landlocked sea.

## 'Me and my shadow' on a tour in the Black Sea

On her way home, the London visited Suda Bay, Crete, to fuel, and this brought back memories for her commanding officer, Capt. R. S. Forrest, who was in H.M.S. York in 1941 when she was sunk by enemy action at Suda.

The London's other "first" during her time in the Med. was a successful Seaslug

firing on the French range off the Isle de Levant — better known for its nudist colony. No other Royal Navy ship had used the French range.

Back home, the London was visited by many thousands during Portsmouth Navy Days.

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# PORTLAND — WHERE FIGHTING EFFICIENCY IS



A view of the dispersal at the heliport, showing Wessex I aircraft of 771 Squadron with Wessex III and Sea King aircraft of 737 Squadron. In the background is the Administrative Building and the A.T.C.

Picture: L/Air Hobden.

# The men behind the teeth

If the style of Portland Naval Base matched its importance, every sight and sound would reflect the Royal Navy's modern professionalism

Surprisingly, instead of sweeping architectural adventures in concrete and glass, bristling with as many "Jodrell Bank" space age gimmicks as a Russian spy ship, there are mainly buildings from another era, masking a hive of activity in the front line of the Royal Navy's preparedness.

This is where fighting efficiency is fully probed; where the teeth are sharpened for a ship to take her place in the Fleet, tried and tested for the eventualities of peace or war.

But the outward picture is soon to change.

The airfield has been almost quadrupled in size, in keeping with the widening role of the helicopter. The Naval Base development plan is at an advanced stage.

Those craggy, Gibraltar-like cliffs at Portland look upon new hangars and buildings, and soon will see even more in a face-lift which has been held back by some uncertainties of the post-war years.

The Fleet will be especially interested in ideas for the future Portland, because they are going to see more of the place than in the past.

The introduction of continuous commissioning, bringing a constant turnover of personnel in ships, offers benefits to sailors and their families, but presents a real challenge in maintaining efficiency.

In future, therefore, besides

the usual "trials and work-up at Portland," there will be "mid-commission work-up."

As the "old hands" at Portland are well aware, ships go there for a training which is more concentrated than anything they can expect elsewhere — a training which is used or serves as a model for navies all over the world.

It would be too much to claim that sailors enjoy a spell at Portland (not during the process), but at the end of it is a strong sense of communal satisfaction in belonging to a unit which has demonstrated its capability to counter threats from beneath the seas, on the seas, and above the seas.

When every aspect of a ship's

organization has been proved to be ticking over correctly, the sense of responsibility — and pride — permeates all.

For any man, professional fulfilment comes high on the list of priorities.

Nobody, of course, talks about pride and suchlike. They just speak their minds when things are "grotty!"

Behind the rather forbidding facade at Portland, one of the more impressive centres of activity is the ops room of the Flag Officer Sea Training. Vast wall programmes surround the ceaseless telephoning, and an idea of the task can be gauged from one of the busy days earlier this year when no fewer than 36 ships were operating within the exercise area.

NATO associations are increasingly evident, especially in the appearance of Dutch and German ships, but many other foreign navies are also represented through British ship-building and "after sales service."



"... to meet threats from beneath the seas, on the seas, or above the seas." The frigate H.M.S. Palliser firing her mortars off Portland during a CASEX anti-submarine exercise.

Picture: L/Air Steve Hobden

## A VITAL ROLE

### Unusual job

Amid all the bang-bang and fighting work-up, those who know are appreciative of the efforts of "the men behind the teeth" — the Fleet Maintenance Party at Portland. Their "mini dock-yard" is a vital part of the organization.

Besides their usual support maintenance they had an unusual job recently when a Type 12 frigate required some main engine nozzle control valves refitting.

Left to right at the task are Ch. Mech Brian Nicholls, MEM Les Johnson, MEA(P) Willy Wickham, and MEA(P) Dave Astbury.

Picture: L/Air Maurice Brailey.





## FULLY PROBED



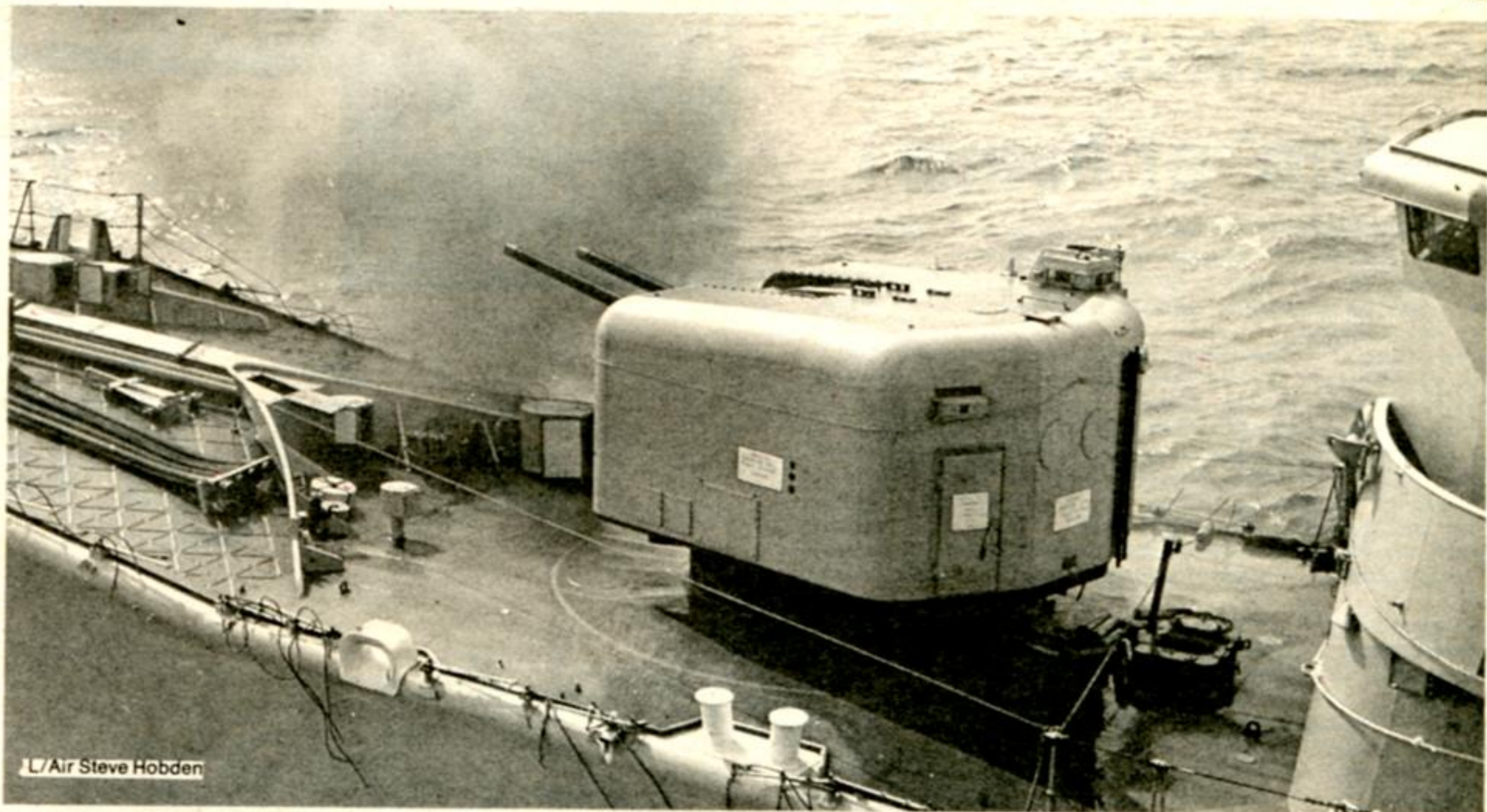
### Wasp and its sting

This shot has been seen before, but it is difficult to better the picture as an indication of the helicopter's role in the missile age.

Almost every ship in the Royal Navy from frigate size upwards is an "aircraft carrier," with Fleet Air Arm personnel and "chopper." Work-up is very much concerned with helicopter use and capability.

This was a Wasp of 829 Squadron firing its A.S. 12 missile at the Chickereil Range.

Picture: L/Air Jonathan Robbins.



L/Air Steve Hobden

Helicopters figure so often in emergencies that they have an almost "built-in" sense of the dramatic. Even "taxi service" is all useful practice for air crew and ships alike.

This is Lieut.-Cdr. J. I. Hunter, the assistant staff gunnery officer for FOST, being winched into a Wessex I aircraft of 771 Squadron by the crewman, EM(AIR) Joe Allen.

Although all-missile warships are no longer a novelty, there are still plenty of guns around, with a necessary and practical role yet for many aspects of defence.

Part of the excitement of work-up lies in getting the "feel" of action, through bar-jing off every item of armament. These are the guns of H.M.S. Dido opening up in practice off the Dorset coast.

## TASK OF AUWE

Amid the bleakness of The Bill, Portland's Underwater Weapons Establishment stands out in startling modernity, impressive in appearance, and housing about 1,000 scientists, engineers and naval officers.

The vastness of this exercise in research and development — and only one of them — is striking indication of the financial strain of keeping pace with technological progress.

After the experience of two world wars, it is not without reason that the underwater threat is still the one which sends a chill through defence thinking, and the task of AUWE is "the development of improved equipment for the detection, tracking, and destruction of all underwater targets such as submarines, torpedoes, and mines; and the design of the weapons required, including fire control and launching arrangements."

## Osprey is symbol of new F.A.A.

H.M.S. Osprey is the flagship of the Flag Officer Sea Training, and is the parent establishment for naval personnel working in the naval base, but since 1965 the flying task alone has given H.M.S. Osprey the full status of a Royal Naval Air Station.

This sea training-cum-air station combination presents an interesting study in independent inter-dependence.

The air station is the home of three squadrons — Nos. 771, 737, and 829 — as well as the Naval Air Anti-Submarine School, and here again the control centre reflects the humming activity.

The latest giant Sea King helicopters, with the Wessex aircraft and Wasps, cover a wide range of training including anti-submarine, Search and Rescue, and the instruction of aircrew and maintenance personnel destined for all the Wasp flights in frigates and survey ships.

The air station has full air traffic services with area and precision approach radars.

### 'Miniature Heathrow'

Apart from this "miniature Heathrow" aspect, the air station has much of the atmosphere of a Fleet Air Arm factory, with workshops, stores, and safety equipment to support the flying role.

The vintage 1906 fleet canteen (there must be one or two people who remember that!) is the main administrative building, and is to be retained in the "new look," but on the practical side there will be complete transformation as the old hangars are replaced by the new buildings, maintenance bays, workshops, and modern lighting.

The scale of the development is one of the best indications of the increase in the task.

With virtually every frigate and destroyer being equipped with helicopters, an important part of the Portland work-up is concerned with the choppers from the air station.

Conversely, the helicopter trainees need the co-operation of ships to prepare for going afloat.

Osprey is a symbol of the new Fleet Air Arm, giving that morale-building feeling of standing on the threshold of an expanding need and interest.



Picture: L/Air Steve Hobden

## Tried and tested



The Royal Navy's latest Leander-class frigate, H.M.S. Diomedes, at speed in the Channel off Portland. During work-up every aspect of a ship's organization is fully checked to ensure operational efficiency.

Picture: L/Air Steve Hobden.

### OPS. ROOM A BUSY PLACE

The Staff Operations Room at Portland is always a busy place, with all ships administered by Flag Officer Sea Training being controlled by an expert team.

Here bringing the operation boards up to date are part of the team: Lieut.-Cdr. Adrian Pettit (D/SOO), of Martinstown, Dorset, with PO (RP1) Bill Hannigan, a native of Dublin now living at Weymouth, and LS (UC) Roy Kench of Luton, also living locally.

Picture: L/Air Steve Hobden.





## Round houses were in 'loo' of heads!

"What shall we do with the drunken sailor... Put him in the round-house till he's sober." Anyone who wonders about the origin of "round-house" will be stumbling upon a fascinating bit of Royal Navy "loo" history.

According to "The World Of Model Ships and Boats" by Guy R. Williams (Andre Deutsch, Ltd., price £3.50), the dockyard models in the National Maritime Museum at Greenwich include one of a ship of 96 guns of about 1703.

A windlass on the quarterdeck, with ropes running to the tiller, may have been the forerunner (in English ships) of the wheel. Be that as it may, the same model has two circular enclosures, decorated with carved and gilded pilasters, on the beakhead bulkheads. These were latrines, or "round-houses," commemorated in the famous sea shanty.

The appearance of this accommodation, and on another model of about the same date, "may provide reliable contemporary evidence of yet another small advance in naval architecture."

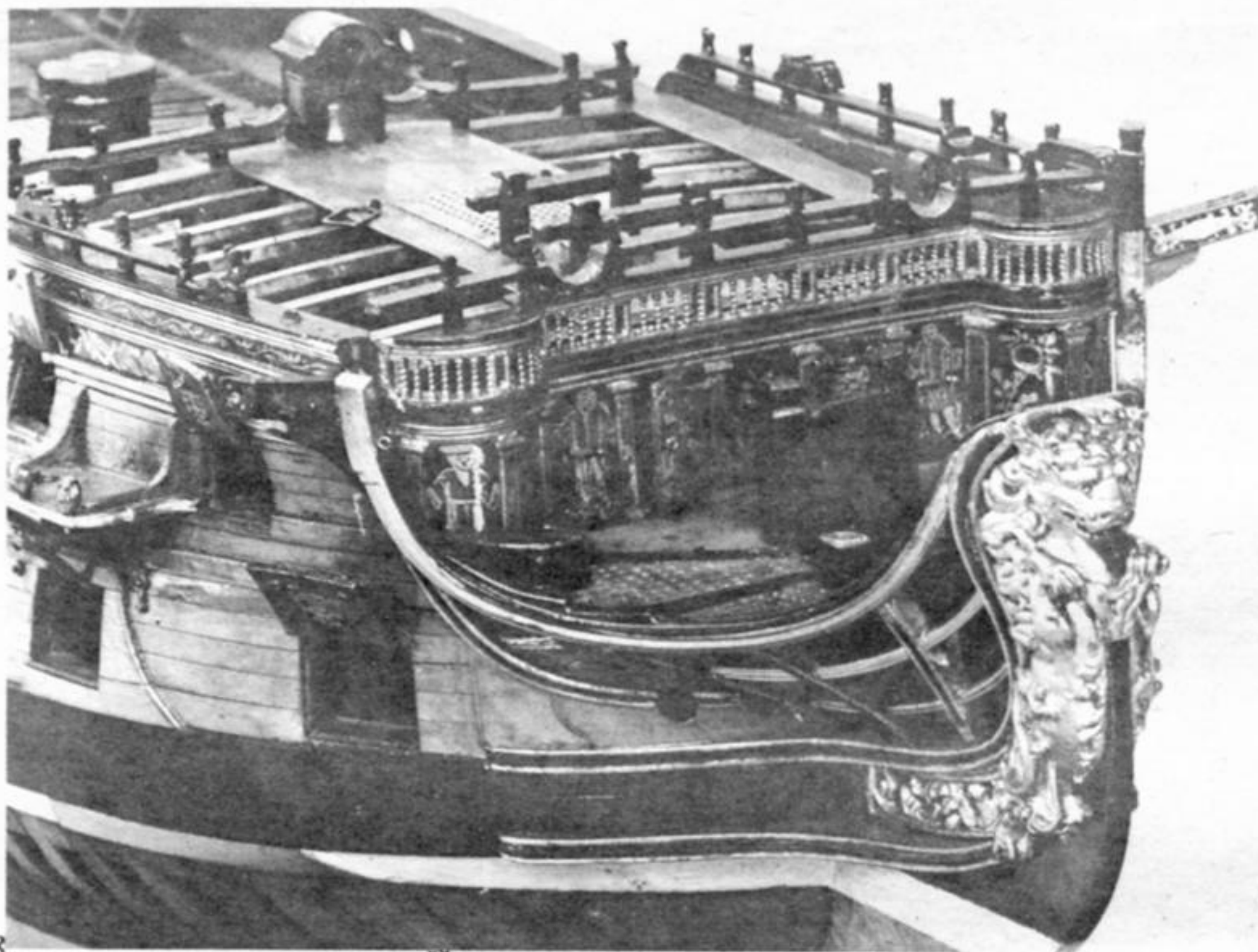
### COLOURFUL

The reviewer should, perhaps, offer apology for mentioning "loo" in the same breath as this superbly illustrated and colourful book, which is another outstanding example of the printer's art.

"The sailing ship is the most beautiful thing man has made" runs the quotation, and many books of today, including this one, have derived full inspiration from the glory of the theme.

Models of ships have been made for 2,000 years, and in spanning the centuries the author has also taken opportunity to review modern kits and techniques.

For the quality of the offering, the volume is modestly priced and a delight to any maritime collection.



Part of a model of a 60-gun ship, the style of decoration showing the fashionable Chinese influence. The roundhouses, or men's latrines, are visible. The officers' privies were inside the bows. The Chaplain was made to use the men's accommodation, and a mournful poem, "The Chaplain's Lament" tells how he wished to be classed as an officer in this respect.

Photo: Science Museum, London.

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H.M. FORCES SAVINGS

## NEW ON THE BOOKSHELF

## —A 200-year-old mystery

# That day a fighting ship 'died'

For nearly 200 years the story of the loss of the Royal George has held a macabre fascination, shared with such disasters as the loss of the Titanic.

The Royal George had the same chilling quality of people laughing gaily as fate hurried them, unknowing, to their doom—but there was also a great air of mystery and a feeling that, later, the truth was told but not the whole truth.

## TURN UP A SHIP SHAPE

On many a maritime bookshelf there is a volume about merchant vessels which is now to have a "sister," the newcomer being "Warship Identification" by Lieut.-Cdr. E. C. Talbot-Booth, R.N.R. (published by Ian Allan at £8.50).

Readers of the earlier volume will remember the system of coding and reporting evolved by the author, and this has been used again to produce a work which is unique in its treatment of the subject.

As distinct from the many other reference books, the new publication is designed primarily for operational use, and will be highly welcomed where its worth is most appreciated. Besides combat ships, there is recognition of the important and developing science of replenishment at sea, in the large number of drawings of oilers, stores ships and auxiliaries which are now so essential in maintaining a world presence.

About 1,400 silhouettes are first arranged in the coding system, and these are then repeated as outline drawings to a larger scale and grouped with full relevant information.

### 10,000 SHIPS

The book includes several chapters dealing with the many facets of warship recognition, and a full index listing 10,000 ships covered by the drawings.

Lieut.-Cdr. Talbot-Booth has produced a volume to delight the heart of the enthusiastic amateur, and to provide a valuable aide to the professional.

To study the evidence after all this time, and "set the record straight," is a bold claim from Brigadier R. F. Johnson, who has published his findings in "The Royal George" (Charles Knight and Co. Ltd., price £2.80).

### SOLDIER AUTHOR

The author had a long career as a professional soldier, but being also civil servant, journalist, and barrister gives the key to this painstaking probe, developed into a vivid account.

The Royal George, one of the best known of England's fighting ships, was lying at anchor at Spithead in calm seas on the morning of August 29, 1782.

### WOMEN ABOARD

Three hundred women had joined the sailors aboard, making love or making merry, and there were 60 children. The Admiral (Richard Kempenfelt, "the brains of the Navy") was being shaved by a barber, and all were unaware that water was slopping aboard and down into the bilges.

Suddenly, the great vessel sank with the loss of about 900 people. No time here for courage or heroism; only one woman and one child are known to have survived, so swift was the end.

### POLITICS

It is small wonder that the speed of the happening should have encouraged a belief in a failure of rotten timbers below the water-line, but there were also "politics" about the business to add an unsavoury touch.

Quite as absorbing today as the tale of the loss is the account of the subsequent efforts to refloat the vessel, the facts adding colour to the author's conclusions.

Misleading theories and fallacious arguments are skillfully examined and set aside, and few readers are likely to quarrel with the verdict.

## Time for a story, Daddy?

When father has to be away from home a good deal, it may, perhaps, be more important still for the children to maintain the cosy, intimate few minutes of "read me a story."

Almost of equal importance is the introduction to children at the earliest moment of the wonder of the written word, in an age when the telly blunts this vital need to all learning.

### 'REVOLUTION'

But what to buy? Transworld Publishers Ltd., on September 10, presented their "paperback revolution," and Navy News has no hesitation in recommending their excellent "Storychair" books for the young child, and the "Carousel" series for the 8-to-13 age group.

The publishers offer a free booklet "Children's Reading: a Parent's Guide" with a foreword by Marjorie Proops of the Daily Mirror.

## Salisbury's big trip to the East

Due back at Plymouth at the end of September was H.M.S. Salisbury, which in the past ten months has visited South Africa, Hong Kong, the Philippines, Japan and Australia.

According to one member of the ship's company, the visit to Fremantle, Australia, "would be difficult to match for the volume of hospitality offered to all on board."

The Salisbury sailed from Fremantle in July and visited South Africa on the way home.

## Rock beacon monument to Navy flying skill

On a rocky "outpost" of the Channel Islands stands a refuge beacon which bears silent testimony to the skill and precision of the men who fly Royal Navy search and rescue helicopters.

The men who helped to build it during a working holiday in Jersey, showed the same split-second timing and precision with which they had earlier defeated international opposition to win five of a possible six trophies at the annual International Helicopter Rescue Meet at R.A.F. West Raynham, Norfolk.

### INCH TO SPARE

In helping to convert an iron pole beacon on Les Pipettes rock into a refuge beacon, a

Wessex Mk. 1 helicopter carried a metal cylinder, weighing just over a ton, from Jersey Airport, and then lowered the cylinder over the pole with only about an inch to spare all round.

The space between the pole and its "sleeve" was filled with concrete, a flat steel plate was fixed to the top of the column, and the project was to be completed by the provision of handrails and a small shelter containing emergency rations and distress equipment.

Les Pipettes rock forms part of the north-west extremity of Les Minquiers reef. The surrounding area is mostly covered at high water and notorious for dangerous currents, so the refuge beacon is a much needed

additional safety feature for the ever-increasing number of small craft which go there in search of the shellfish known locally as ormers.

### NAVIGATION AID

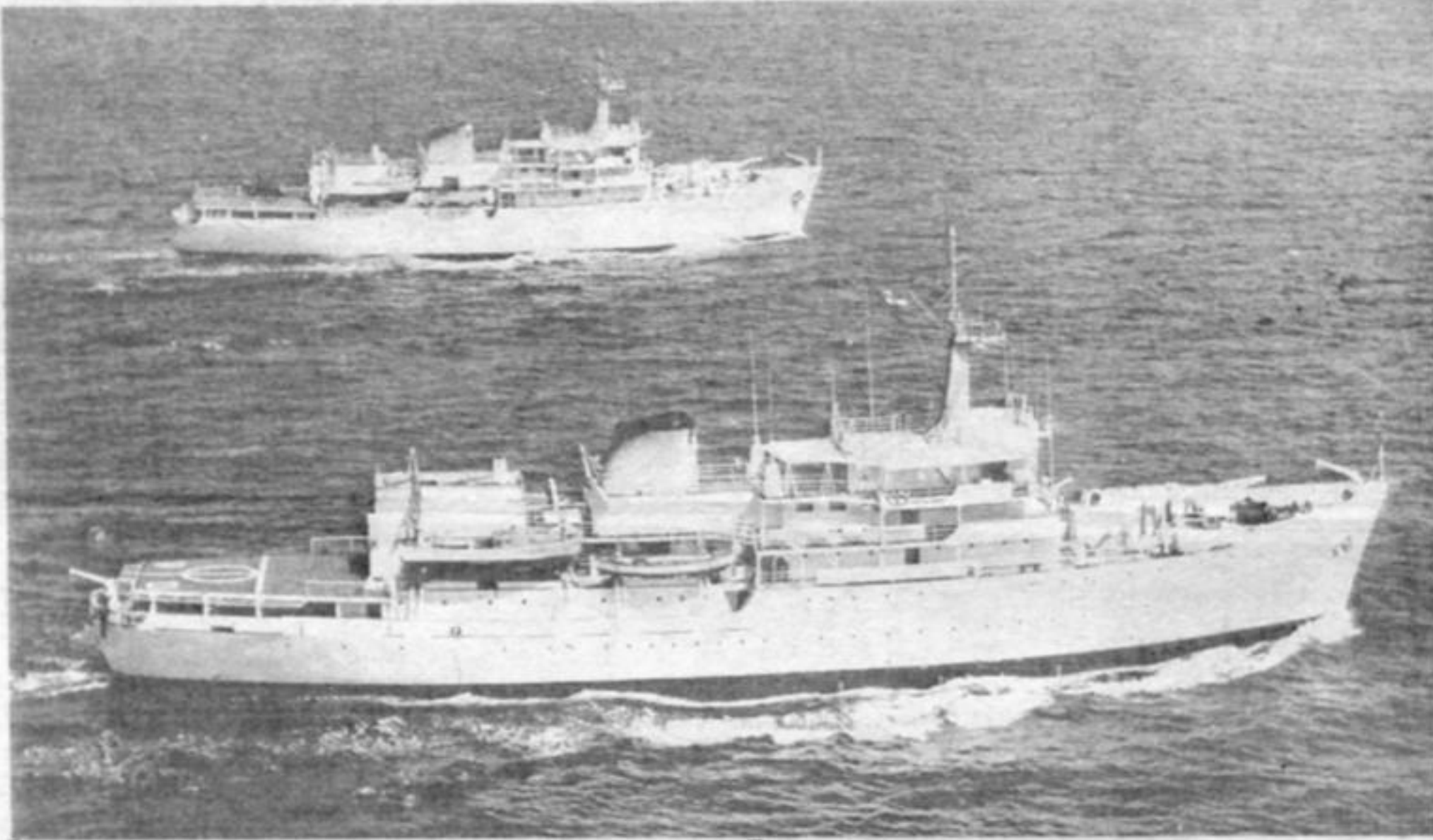
Situated about 10 miles south of Jersey, Les Minquiers reef is the largest land mass in the Channel Islands, measuring about 15 by seven nautical miles.

Sovereignty was granted to Britain at the Hague Court in 1955-56, and, therefore, a French-style "loo" on the edge of a cluster of derelict stone cottages on one of the rocks was said to have become the southernmost building in the U.K.

It is painted black and white, and is also used as a navigation mark!



## HYDRA AND HECLA SA Y HELLO



The meeting of the Hydra and the Hecla provided a rare picture of two survey ships in company.

They were photographed in the Caribbean when H.M.S. Hydra, making homeward passage from Hong Kong east about after her work in the Far East, made rendezvous with H.M.S. Hecla, which was engaged on Caribbean surveys.

The Hydra had also been carrying out additional searches and investigations on passage before and after transit of the Panama Canal.

During her surveys the Hecla received a welcome visitor in the shape of R.F.A. Regent off Vieux Fort, St Lucia. Thanks to the Regent's Wessex, the Hecla's Wasp and stacks of muscle power, the Hecla was "topped up" in the space of five hectic hours — an exercise which would have taken two days alongside the dockyard wall.

Following survey work in the Windward Islands and a brief call at Bermuda, next on the Hecla schedule was Devonport for leave in mid-September.

# Britannia for Turkey

NAVY NEWS  
IN BRIEF

The Royal Yacht Britannia will be taking the Queen on a visit to Turkey this month, and will also sail up the Aegean for Her Majesty to tour the allied war graves at Gallipoli.

★  
Eight vessels of the Royal Netherlands Navy spent three days at Portsmouth in August.

★  
Rescue calls to helicopters at the R.N. air station, Culdrose, are expected to reach a new record this year. Planes from the station made sorties of 4½ hours duration to plot the Admiral's Cup entries in the Fastnet Race.

★  
Because children from H.M.S. Yarmouth's two adopted homes could not attend the commissioning ceremony, two cakes were baked aboard and taken to them.

by PO David Hickling (president of the Welfare Committee) and PO Albert La Roche (who made the cakes).

### Shots across the bows

In arresting a French trawler, H.M.S. Belton fired three shots across her bows and sent an armed party on board.

★  
Admiral of the Fleet Sir Varyl Begg, Governor of Gibraltar, returned a call from H.M.S. Dreadnought, having a beer in the chiefs' mess and visiting the wardroom.

★  
Royal Marine Brian Ackerley was presented with a commendation from Hampshire Police Force for helping in quelling a "skinhead" riot at a seafront bar.

★  
H.M.S. Dundas was host for a week to 19 Sea Cadets and a CPO from Manchester, the visit being a sequel to the frigate's successful four-day stay at the city in mid-July.

### DECISION ON MINES

★  
The West German Navy has now abandoned the clearing of second world war mines from coastal waters, the official view being that any remaining will have deteriorated so much as to be harmless.

★  
H.M.S. Blake sailed for a visit to the West Indies and the United States.

★  
Ideal weather conditions blessed the families day at Devonport to mark H.M.S. Hecla's completion of the first half of her surveying season.

## Scylla in Japanese festival

H.M.S. Scylla was the Royal Navy ship involved in this year's Will Adams Festival, for which she visited Ito, Japan.

Adams, a merchant seaman trained by the Royal Navy, went to Japan in 1600 in the Dutch merchant vessel Charity.

He subsequently settled there and built two replicas of the Charity at Ito, so laying foundations for the country's ship-building industry and providing it with the ability to trade with other countries.

### Friend of Emperor

He became a friend of the Emperor and a man of great influence, and when he died in 1620 was deeply mourned. Over the years since he has taken on almost the status of a saint.

This year's festival began with an elaborate parade through the streets of Ito,

following a wreath-laying ceremony near the harbour and a feu de joi by the Scylla's guard. Centre of attraction was a replica of Will Adams' ship which was pulled through the streets by a drag rope party from the Scylla.

### Dressed in style

Dressed in 17th Century style, the Scylla's commanding officer (Capt. M. A. Higgs) played the part of the captain of the Charity, while the Assistant British Naval Attache (Lieut.-Cdr. S. Grove) was suitably attired as Will Adams.

In the evening there was an impressive fireworks display.

Despite the language barrier, the Scylla made many friends in Ito.

★  
Britain's largest sailing ship, the 144ft. three-masted schooner Captain Scott, was launched at Buckie, Scotland, on September 7. It will be used for adventure training.

★  
Fire damaged the patrol submarine Odin in Portsmouth Dockyard.

★  
Though banished to the south for refit, H.M.S. Fife retains links with the "kingdom," and has a liaison team of 13 officers and ratings lecturing at schools and colleges. Cdr. D. Allen heads the team.

★  
At H.M.S. Dolphin's open day enough money was raised for the ship's company to sponsor a seven-year-old blind Malaysian girl's stay for three years at a residential school in Penang.

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# NEWS FROM GANGES



## Juniors' choice



If dad has been a diver in the Royal Navy or "big brother" tells exciting stories about his work with guided missiles, there's a fair chance that a new recruit will have some idea of what he wants to do in the Navy.

But for others the choice may not be so obvious and all Junior Seamen at H.M.S. Ganges, faced with a variety of ways ahead, are given every opportunity of seeing for themselves the courses and facilities available.

A familiarization visit gives Juniors a non-committal look down each of the avenues of opportunity — a glimpse of the Navy at work.

Last month's visit took 35 Junior Seamen to Portsmouth, for a week packed with outings to the SQ establishments of H.M.S. Excellent, the school of gunnery and guided weapons, H.M.S. Dryad (radar) and H.M.S. Vernon (torpedo and anti-submarine warfare).

### FLASHBACK

At the end of the week there was a morning on board the anti-submarine frigate H.M.S. Palliser, and a guided tour of Admiral Nelson's historic flagship, H.M.S. Victory — a fascinating flashback to a very different way of life in the Service.

In the Palliser the boys saw, in operational surroundings, the

## LOOKING AT THE NAVY TODAY — TO FIND A JOB FOR TOMORROW

equipment about which they had learned in the classrooms and had seen, in mock-up form, in the training establishments.

The "guides" in the Palliser explained the intricacies of the bridge, the wheelhouse, the ops. room, and the ship's armament, patiently answering questions and giving the lads plenty of opportunity to get the feel of the equipment and to flavour the atmosphere.

On a bright, warm September day it was undoubtedly a pleasant change from the res-

trictions of the classroom, but had the visits helped to make up any minds?

### NO DOUBTS

JS Peter Yates had no doubts at all. "I want a TAS rate," he said. "Like my brother."

But for JS David Kane the day at H.M.S. Excellent had convinced him that his future was in gunnery and not, as he had thought before the visit, in radar. "It's more exciting," he admitted.

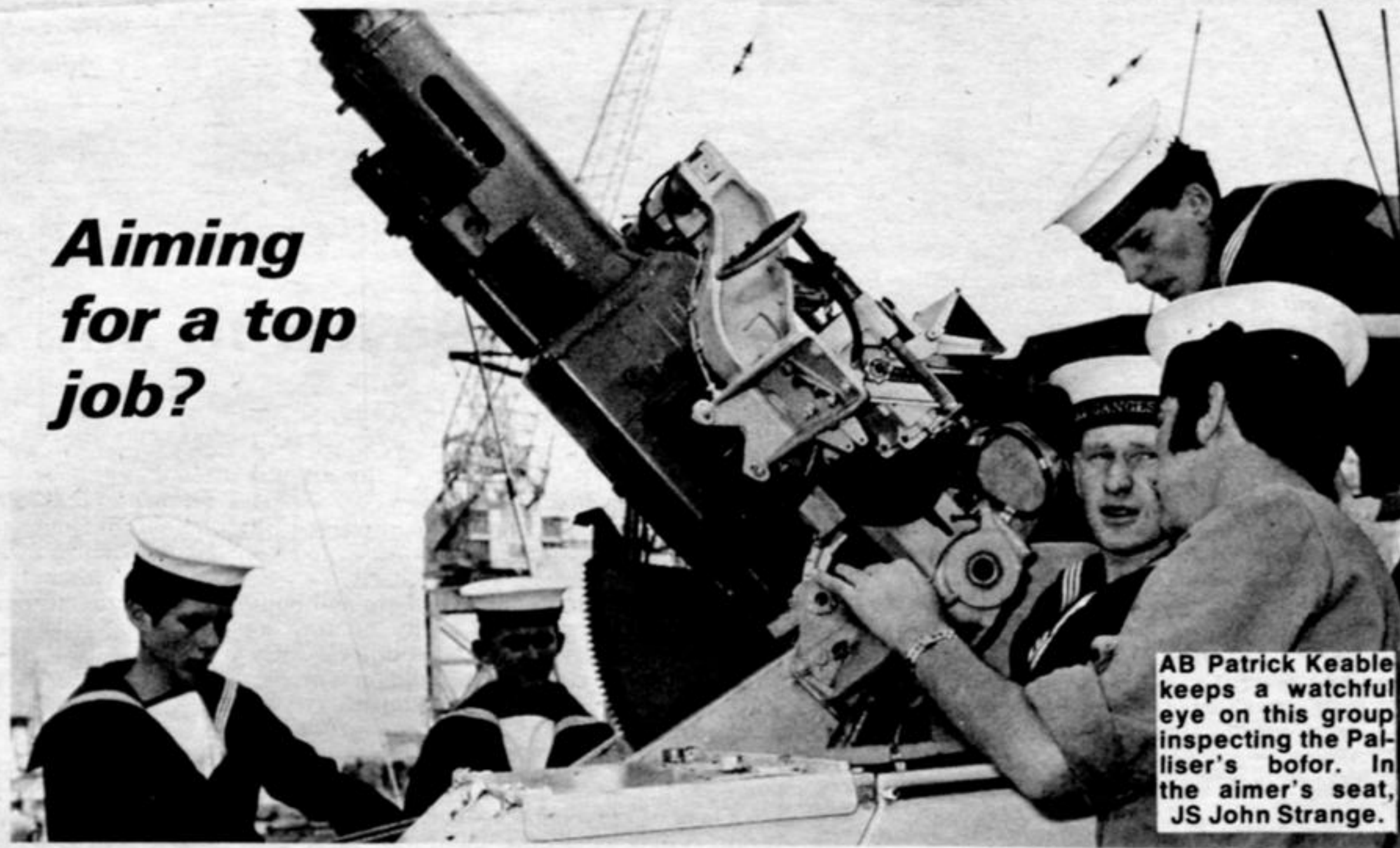
Leading Junior Brian Merrett, whose uncle is in the Navy, is aiming for a career as a clear-

ance diver. "I have had my mind set on it for a long time," he said.

Juniors with their sights set on careers in such fields as electronics and marine engineering also have the chance of attending familiarization visits.

At the appropriate training establishments they see at first hand the "tools of the trade," and are helped to make up their own minds about how best they can spend their time in the Navy.

## Aiming for a top job?



AB Patrick Keable keeps a watchful eye on this group inspecting the Palliser's bofor. In the aimer's seat, JS John Strange.

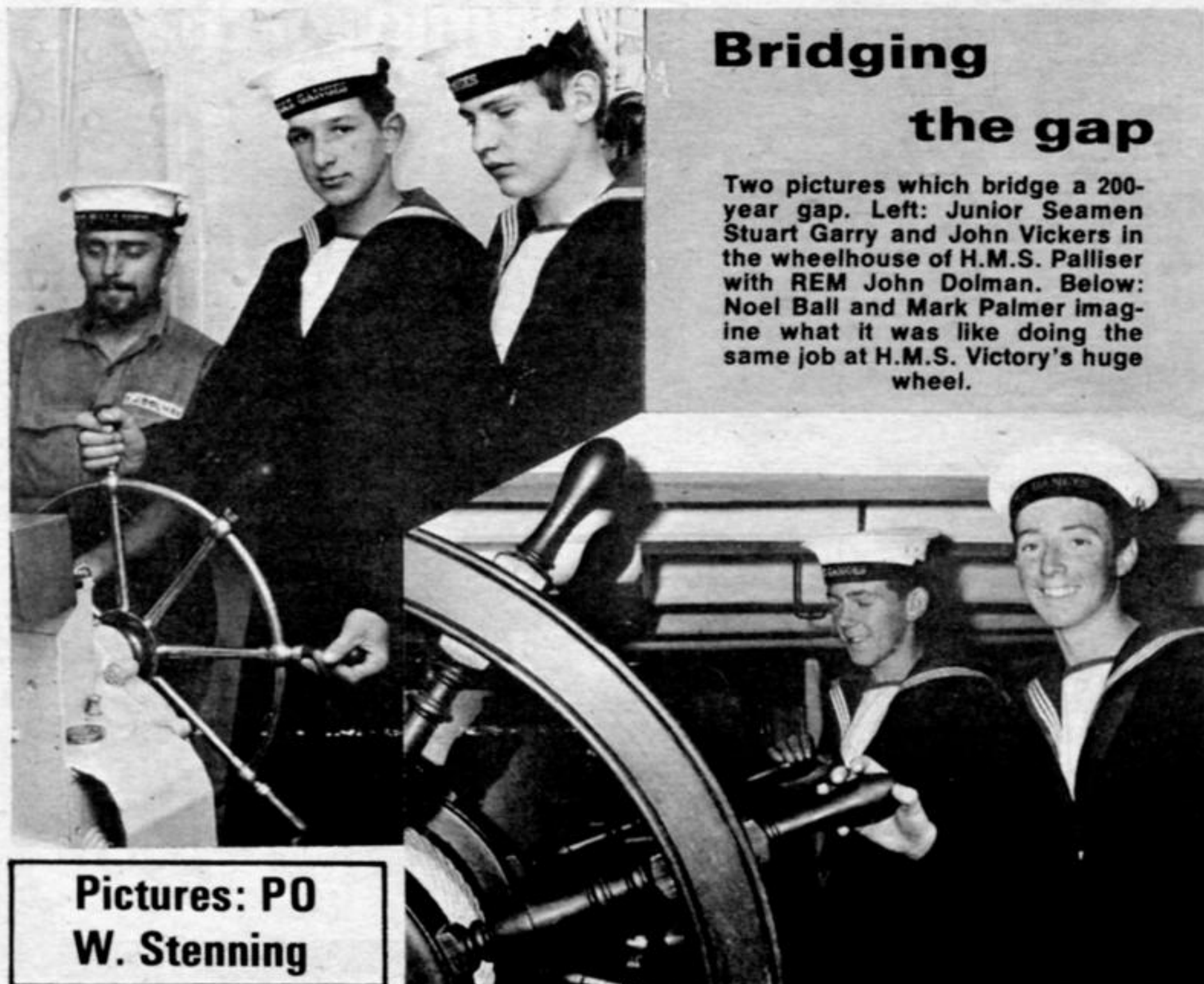
## Scanning new horizons



Leading Junior Brian Merrett and JS Dave Kane get a few tips from REM John Dolman in the ops. room

## Bridging the gap

Two pictures which bridge a 200-year gap. Left: Junior Seamen Stuart Garry and John Vickers in the wheelhouse of H.M.S. Palliser with REM John Dolman. Below: Noel Ball and Mark Palmer imagine what it was like doing the same job at H.M.S. Victory's huge wheel.



Pictures: PO W. Stenning



## A question of cost

The comprehensive commentary of the guide on board H.M.S. Victory gave the young visitors from H.M.S. Ganges a good idea of what life was like in the days of Nelson, and left few questions unanswered.

But while visiting the Victory Museum one of the Juniors

came up with an intriguing problem: "How much did the Victory cost to build?"

The answer was not immediately available, but Navy News has discovered that the Victory's hull was completed in

1765 at a cost of £63,176.

Some of the Royal Navy's nuclear-powered submarines in service today cost about £55 millions — and that's not counting the cost of their Polaris missiles...



## Meet 'Mo' and her one-dollar mink!



Here, as promised, is "Mo" and her mink. Mrs. Muriel MacLachlan won this £700 coat with a one-dollar ticket in a draw held in conjunction with a charity show sponsored by the H.M.S. Tamar Naval Wives' Association.

Last month Navy News showed the mink, but at the same time managed to show even more of the 21-year-old Chinese model wearing it.

So we thought it only right that our readers should have another look at the beautiful mink, this time modelled by its proud owner, the wife of Radio Supervisor Neil MacLauchlan.

# Last of the Leanders



## SHE'S THE 26th — H.M.S. ARIADNE

Slipping gracefully into the water at the Glasgow shipyard of Yarrow (Shipbuilders), Ltd., is H.M.S. Ariadne (left), the 26th and last of the Royal Navy's Leander-class frigates.

She was named by Lady O'Brien, wife of Admiral Sir William O'Brien, Commander-in-Chief, Western Fleet.

As in other ships of the class — the first of which was H.M.S. Leander, launched in June, 1961 — the Ariadne's living accommodation will be of a high standard.

The ship's company will enjoy bunk sleeping, separate dining halls and cafeteria messing, with air conditioning throughout the operational spaces and mess decks.

## BUSY IN BANGKOK

During a busy seven-day spell in Bangkok, H.M.S. Orpheus was a popular attraction for school children. Many youngsters enjoyed clambering around the submarine, which was paying her second visit to the port in three months.

During the visit the ship's company played rugby against the Royal Bangkok Sports Club, soccer against the Royal Thai Navy and Thai international youth team, and organized a party for 20 orphans.

## Jupiter welcome for Nicolette

The Royal Navy gave transatlantic yachtswoman Nicolette Milnes-Walker a home - from home welcome when she arrived at Newport, Rhode Island, at the end of her 46-day solo voyage.

There to welcome Miss Milnes-Walker and her 30ft. sloop Aziz was H.M.S. Jupiter, on a two-week visit as a unit of the Standing Naval Force Atlantic.

### "ROUGH RIDE"

While operating with United States and Canadian forces on the eastern seaboard of North America, the Force took part in the NATO exercise "Rough Ride" off the coast of Nova Scotia.

But it was not all work and no play for the Jupiter and ports visited ranged from Norfolk, Virginia, to Halifax and included a four-day visit to New York, where the ships were berthed in the Hudson River a mere half-mile from Times Square.

Squadron Olympiads were popular during har-

## \*\*\*\*\* Malta's golden girl \*\*\*\*\*

After seven years of hard work, Leading Wren Susan Glaser has gained the Duke of Edinburgh Gold Award.

When she went to Malta a year ago to work as a meteorological observer at Lascaris, Susan still had to do her "service to the community" project.

To fill this final gap in her record card she spent five months helping to look after orphans at an institute in Sliema.

bour periods and the Jupiter's sports teams hold the distinction of being unbeaten in all three competitions held since the ship joined the squadron. Leaving the warm waters of the Gulf Stream with some regret, the squadron returned to European waters, via Newfoundland and Iceland.

## Vixens fly on — with the R.A.F.

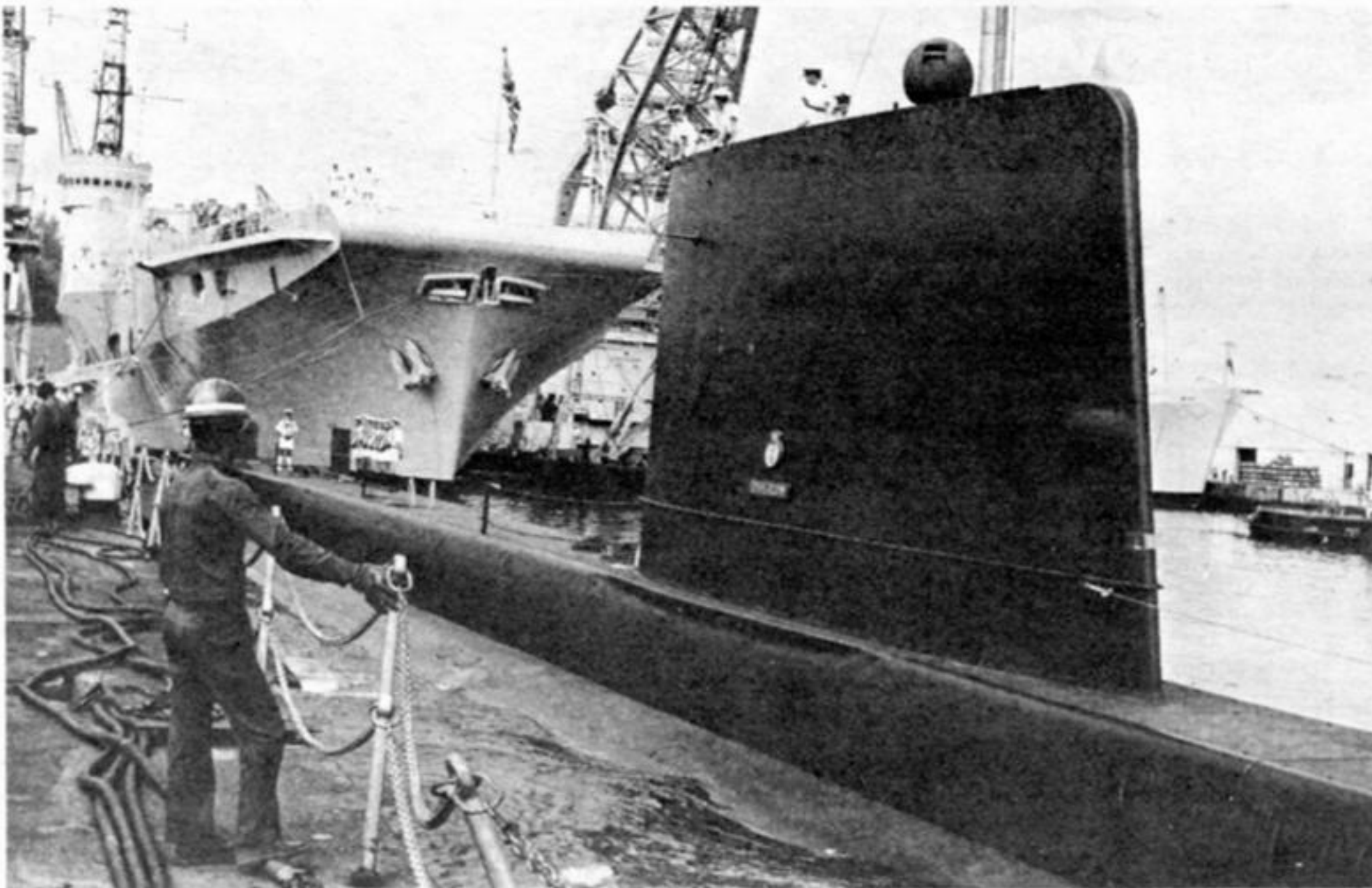
The Royal Navy's last shore-based Sea Vixen Mark II all-weather fighter squadron — No. 890 — has disbanded at R.N. air station Yeovilton.

The squadron first formed at Halifax, Nova Scotia, in 1942 with Wildcats, progressing to Attackers, Sea Venoms and finally Sea Vixens.

With the squadron's disbandment, three of its Sea Vixens were presented to the R.A.F. College, Cranwell — Cranwell started life in 1915 as a Royal Naval air station and was named H.M.S. Daedalus.

One Sea Vixen squadron remains — 899 — serving in H.M.S. Eagle and due to disband next year.

## HOMeward BOUND!



## from Singapore

H.M.S. Oberon, seen here leaving Singapore, will be home for Christmas, which is a heart-warming thought for the ship's company and their families.

After a year in the Far East, the Oberon is returning to Faslane to join the 3rd Submarine Squadron. She will exercise on the way back and complete her passage in company with H.M.S. Orpheus, which was due to sail from Singapore for Gosport on September 27.

## ... and Gib

H.M.S. Dreadnought, the Royal Navy's first nuclear-powered submarine, makes an impressive picture against the backdrop of the Rock.

Since she recommissioned in September last year, the Dreadnought has steamed more than 30,000 miles and Gibraltar, her first foreign visit, was a welcome stop.

The Dreadnought left Gibraltar without one of her oldest "inhabitants," CPO "Dusty" Miller. After more than six years in the Dreadnought, he has been drafted to H.M.S. Superb, a nuclear-powered Fleet submarine being built at Barrow.

Before returning to her base in Scotland, the Dreadnought spent several days at Portsmouth, when visitors included the families of the ship's company, schoolchildren, sea cadets and nuclear trainees from H.M.S. Dolphin.





# WELLINGTON WELCOME

# Eagle a hit in N.Z.

Between exercises with British, New Zealand and Australian forces in the Far East, H.M.S. Eagle has been making a memorable mark as a 50,000-ton ambassador of goodwill in New Zealand and Australia.

The mighty ship left Devonport in sadness last May because it was the last time she would be sailing for foreign parts, and would return to the U.K. with the prospect of paying off for the last time.

But, in August, the first visit in eight years of a Royal Navy aircraft carrier to New Zealand was likely to be long remembered by the people of Wellington where the Eagle spent five days.

## MANY GUESTS

The ship entertained 2,200 guests at officers' functions, 20,000 visitors on two open days, 3,350 private guests at ratings' functions, 270 children at a ship's party where the Eagle's brass band played, and 736 people on pre-planned visits (including 200 senior citizens, 210 Sea Scouts and 50 firemen).

New Zealand hospitality was such that the ship accepted 553 invitations for officers to visit homes and functions, 2,589 invitations for ratings to visit Returned Servicemen's Associations, clubs and homes, 258 invitations for bus tours, and 1,600 other invitations to ratings.

Twenty-five matches covered 13 different sports; the Royal Marines Band played at two trade fairs and beat Retreat at a reception in Wellington City Hall; and the Eagle Folk Group performed at two Town Hall dances, twice at the Wellington Folk Centre and recorded for the New Zealand Broadcasting company.

## JUTLAND VETERANS

The Eagle was featured on television, radio and in local newspaper and magazine stories, and entertained veterans from the Battle of Jutland and one aircrew involved in the sinking of the Bismarck.

In addition, Eagle aircraft (including Buccaneers, Sea Vixen and Gannets) took part in fly-pasts over Wellington, Blenheim and Nelson.

No wonder a signal home from the Eagle modestly claimed that the ship had strengthened Anglo-New Zealand relations to a degree "worthy of note".

**H.M.S. Eagle's visit to Wellington followed the Far East Fleet's exercise in the South Taranaki Bight with ships and aircraft of the Royal New Zealand Armed Forces.**

**While the carrier was at Wellington, H.M.S. Glamorgan visited Lyttleton; H.M. Ships Danae and Achilles went to Auckland, Gisborne and Nelson; H.M.S. Jaguar called at Dunedin.**

**Meanwhile, R.F.A.s Tideflow and Resource went to Wellington, and Olva and Reliant were in Auckland. The Olva also called at Whangarei.**

**After the New Zealand visits, and exercises, the ships (with the exception of the Achilles) were on their way to visit Western Australian ports.**

## SYDNEY SCENE



Sydney's famous bridge and futuristic opera house make a background for this picture of H.M.S. Eagle's arrival in Sydney on August 9 at the start of what the Flag Officer Second in Command Far East Fleet, Rear-Admiral David Williams, described as a highly successful visit.

A large crowd watched the carrier's Royal Marine Band beat Retreat at the War Memorial in Hyde Park, and the Eagle's "pirates" were hosts to 180 children from a variety of children's homes in the Sydney area for a party.

On the day before sailing the ship welcomed aboard many of the friends the ship's company had made among local people.

The visit finished on August 14 when the Eagle and other naval units sailed, despite a tug strike, for exercises.

## 'Maori' dancers on bridge duty

As H.M.S. Achilles berthed at the naval base for her visit to Auckland, New Zealand, hundreds of onlookers saw a seven-foot kiwi on the ship's turret, and on the bridge top a Maori Haka display was given by 20 members of the ship's company, led by LME M. Cameron.

The dancers, who had been

## THE KIWI'S PERCH



F12

trained in Singapore by New Zealand instructors, wore authentic grass skirts, sashes and headbands.

Auckland is a "spiritual home" for the Achilles since the frigate's predecessor, the famous cruiser Achilles, which took part in the Battle of the River Plate, was New Zealand manned during the war.

## BATTLE VETERANS

And the 500-strong Achilles Association of New Zealand was obviously delighted to greet the new Achilles when she spent six days in Auckland, three in Gisborne (North Island) and four in

Nelson (South Island).

She entered Auckland in company with H.M.S. Danae, and was given special permission to "steam past" the city and under the new road bridge — something never before done by a visiting ship.

In Auckland, many who served in the old Achilles were entertained on board. Receptions and visits to a brewery and vineyard were highlights of the visit.

## SLIDES AND SOUNDS

The veterans also enjoyed a sea day and a 20-minute slide and sound presentation of the Battle of the River Plate prepared by the ship's officers.

Sea Cadets from Auckland to Gisborne, and more River Plate veterans took passage from Gisborne to Nelson.

Rear-Admiral R. E. Washbourn (gunnery officer of the Achilles at the famous Battle), was a guest on board for lunch at Nelson, and the New Zealand Chief of Naval Staff, Rear-Admiral L. G. Carr, who served in the old Achilles as a lieutenant, took passage from Nelson and was landed by Wasp helicopter at Wellington.

The Achilles — with kiwi on the turret and "Maori" dancers on the bridge top.



## 200 EAGLE GOOD TURNS

With a smile and a "cuppa," 82-year-old Mrs. Francise Francis showed her appreciation of the fact that 20-year-old NAM(AE) David Allport, from H.M.S. Eagle, had offered to help paint the roof of her home in Wellington.

David was one of 200 Eagle ratings who volunteered to aid the community during the ship's five-day stay in Wellington.

They painted seven houses for old people, cleared a 50ft. embankment of trees and shrubs, mowed a number of lawns and totalled 1,228 working hours.

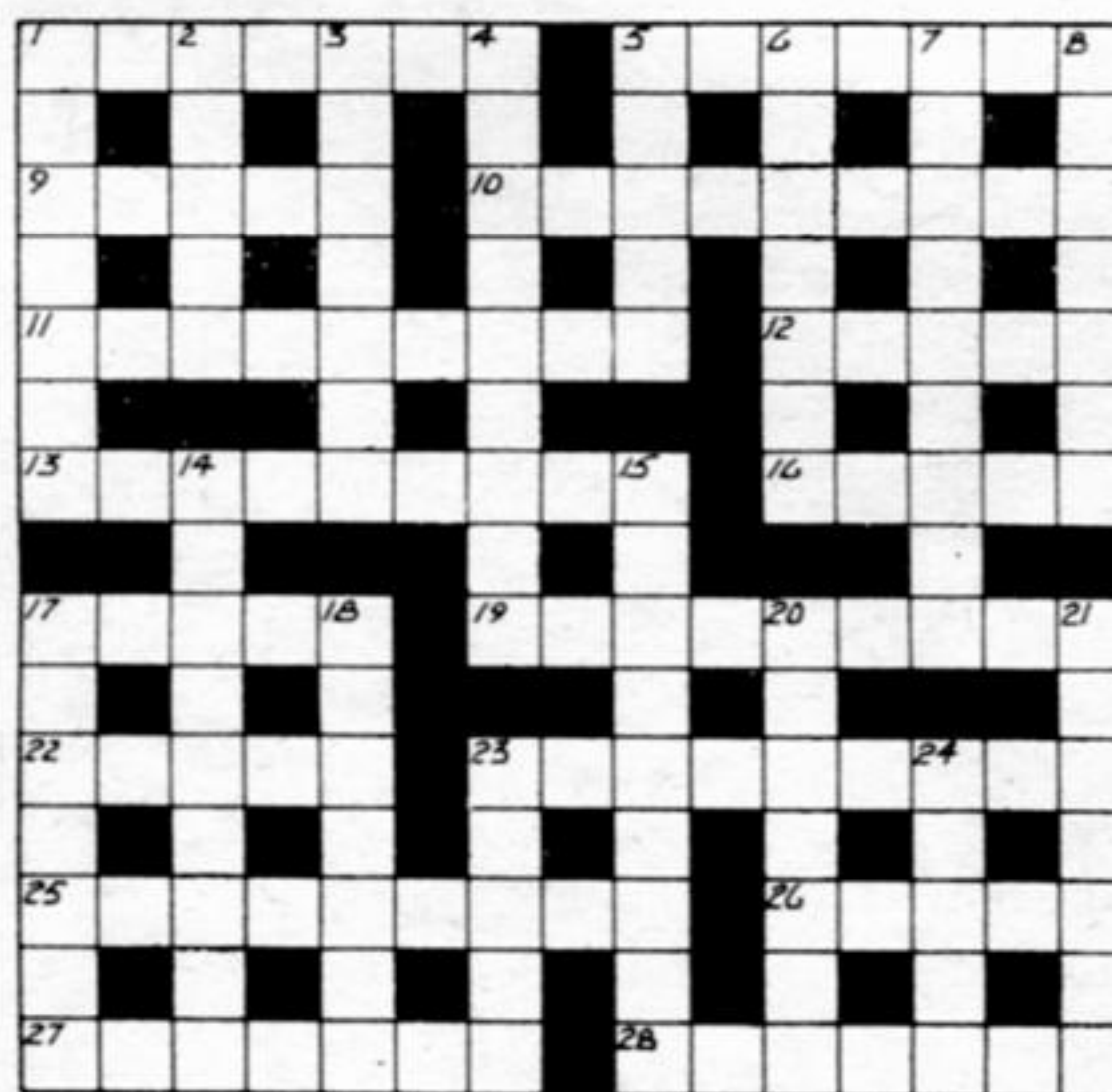
## Delivered — one bell

Five months after receiving a ship's bell from the Lord Mayor of Plymouth, Capt. I. G. W. Robertson, commanding officer of H.M.S. Eagle, presented it to the headmaster of the High School for Boys in New Plymouth, New Zealand.

A ship's bell was promised to the school during a visit to Plymouth by people from New Plymouth.

## Your £10 crossword

Below is the latest of the present series of Navy News crosswords. Entries close on October 28 and should be addressed to Crossword No. 32, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened on that date will receive National Savings gift tokens to the value of £10.



## ACROSS

1. Describes some twins (7).
5. Accomplishes a get-together (7).
9. Wear the trousers to rule it! (5).
10. The way to start a risky story (9).
11. They hold up the crops! (3-6).
12. I do it differently (5).
13. Rip raised the possible correctness of this description! (9).
16. Linked with a favour in a description of some residences (5).
17. Marriage partner found in the waiting room! (5).
19. About power, it's coming on again! (9).
22. Growing sites (5).
23. Not very cultured description of an artist (9).
25. This will give you a lasting impression (9).
26. One word of praise (5).
27. A good sort for a golfer but a bad lot for a football team (7).
28. A lot of Toms, perhaps, in the timber yard (7).

## DOWN

1. Made do with not very much, and had a minor accident (7).
2. Perfumed after a capital start for the Italians (5).
3. Make a tent lie differently, for the sake of a name (7).
4. Seating is surely no problem with this! (4, 5).
5. Encounters me having a pretty poor spell with the following set! (5).
6. May describe the cheers that would awaken the dead! (7).
7. Not at all moving version of a man in a tie (9).
8. The ghost you get from a sceptre (7).
14. Horsewoman in a mini-skirt? (4-5).
15. Do they pass on phone messages about hot properties? (9).
17. Old-boys useful in bringing in the catch? (7).
18. Ark must be stirred up to provide only one animal (4-3).
20. It helps to provide the colourful weather (7).
21. They give you the shakes (7).
23. Funny kind of blow? (5).
24. I'm a long time dealing with the idol (5).

## SOLUTION 31

Across: 1. Chastened; 6. Bunny; 9. Interview; 10. Slams; 12. Eyots; 13. Agitators; 14. Aspen; 16. Reference; 19. Mustering; 20. Souls; 21. Miserable; 23. Hoods; 26. Pious; 27. Invisible; 28. Cycle; 29. Essential.  
Down: 2. Honey; 3. Sweetmeat; 4. Envy; 5. Evergreen plants; 7. Unlit; 8. Numerical; 11. Otter; 15. Stupidity; 17. Economist; 18. Great; 22. Equal; 24. Delta; 25. Wine.

Winner of Crossword No. 31 was Mr. H. R. Barrett, of Princes Risborough, Bucks.



# 'Spud' completes his tenth year

## -ALL IN THE ARK

There are probably few people in the Royal Navy today — outside Royal Yacht service — who have served continuously in one ship for as long as CAF (O) E. T. Murphy. On July 22 he celebrated ten years' unbroken service in H.M.S. Ark Royal.

At a ceremony on the quarter-deck, the commanding officer (Capt. J. O. Roberts) presented "Spud" with a cake closely resembling one of the items to be

found in the ship's magazines, of which Chief Murphy is in charge.

Chief Murphy joined the Navy in March, 1943, and after service in many ships and air stations, and working on most known aircraft types, he joined the Ark from R.N.A.S. Lossiemouth on July 22, 1961. He took charge of the weapons supply party — and

has been doing the job ever since.

At present on extended service, he will be retiring in September next year and it is said that the Ark will not seem quite the same without him.

Born at Llanbradach, Glamorganshire, Chief Murphy has settled with his family at St Budeaux, Plymouth.

Capt. Roberts hands over Chief Murphy's celebration cake, "built" on the lines of an item of the ship's hardware, and complete with characteristic pipe and glasses!



## HARDY'S BIBLE GOES BACK TO SEA

The wooden walls of Lord Nelson's days are a far cry from a Type 14 anti-submarine frigate of the Portland Squadron, but the past and the present are linked by the name Hardy.

That link was strengthened recently when a Bible which once belonged to Admiral Hardy, Nelson's famous flag captain, was presented to H.M.S. Hardy.

The commanding officer, Lieut.-Cdr. N. O. MacLeay, is seen here accepting the treasured trophy from Mrs. Phyllis Trethowan, who explained that the Bible was bought when the Hardy estate in Dorset was sold in 1938.

She was sure that one of the Admiral's possessions would be happier on the high seas than spending any more time ashore!

Behind Mrs. Trethowan and Lieut.-Cdr. MacLeay is a painting of the seventh Hardy, sunk in the Battle of Narvik in 1940. Mrs. Trethowan was presented with a framed photograph of the present Hardy, a token of the ship's appreciation of her gift.



## 'Badge bar' quintet!

Chief Wren Chisholm with (l. to r.) POs Jane Rimer, Christine Friend, Penny Sargent, Susan Bradley and Jane Bartholomew.

All had been leading Wren writers on the staff of the Commander, Far East Fleet; they took and passed their promotion exams and were made up to petty officers at the same time.

Chief Wren Chisholm served in the welfare office at Devonport before going to the Far East a year ago. She was a chief Wren steward for 21 years before joining the welfare branch four years ago, and has spent ten years training Wren stewards in H.M.S. Dauntless, Reading.



## NAVY NEWS DIARY

### Scroll of honour



When former Chief Wren Winifred Robinson wants to look back over her 29-year career with the W.R.N.S., she will have no problem in recalling dates or the names of establishments in which she served.

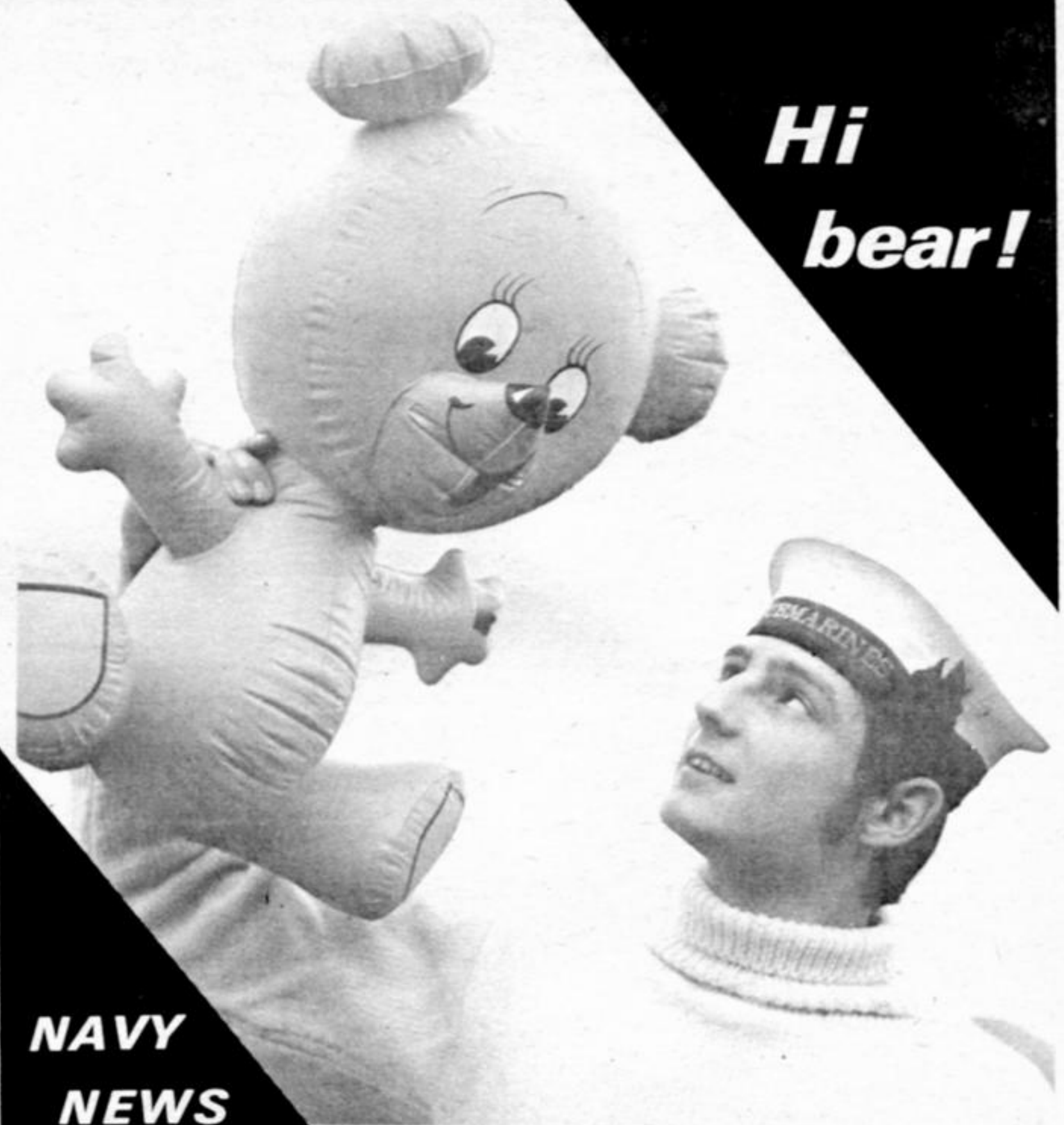
She has them all on a huge scroll, presented to her when she left the Royal Naval Barracks, Portsmouth, in August.

Mrs. Robinson — pictured here — joined the W.R.N.S. in 1942 as a signaller and became a regulator in 1946. She had served at the R.N. Barracks since 1966.

The president of the Senior Wren's Mess, Chief Wren Janet Ellis, presented the scroll to Mrs. Robinson — watched by Commandant Daphne Blundell (director of the W.R.N.S.) — and Mr. Robinson, who served 33 years in the Navy and was Master-at-Arms at the R.N. Barracks when he retired in 1956.

Chief Wren (Welfare) Rhoda Chisholm — 30 years in the W.R.N.S. and the senior member of the Wrens' Mess, Singapore — gave a warm welcome to five "junior" members, pictured below at the mess bar within minutes of sewing their new badges on to their uniforms.

Hi bear!



## 'Gloria' finds a home in Osiris

Meet "Gloria," the temporary mascot of the Oberon-class submarine H.M.S. Osiris. Judging by her cheerful smile she has settled in nicely and has taken quite a shine to her "rescuer," AB Mike Harding, seen with her in the picture above.

Rescuer? As reported in Navy News last month, the Osiris was at periscope depth when something that looked like a lifebelt was spotted bobbing about on the surface. Up went the Osiris and AB Harding hauled the bear aboard.

It is thought that the toy may have fallen from a passenger liner, and if the owner ever turns up Gloria will be returned. In the meantime, however, she's in good hands.

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**RN**  
ROYAL NAVY



## ROYAL NAVY'S...

No. 43

## A trail blazer

No. 43

DRAGONFLY  
SHOWED THE WAY

Helicopters are a way of life in today's Royal Navy. A veritable swarm of Wasps, Sea Kings, Whirlwinds, Sioux and Wessex hovers over the Fleet and many are the helicopter stories of breathtaking exploits around the world notably in the saving of life.

But it all began a little over 20 years ago with 705 Squadron and the Westland Sikorski Dragonfly, the first all-British built helicopter to enter service with the Royal Navy.

The 12 Dragonflies which had the honour of leading the massed fly past of aircraft taking part in the Royal Naval Coronation Review of the Fleet at Spithead in June, 1953, were, indeed, trail blazers.

## PIONEER SQUADRON

The Royal Navy had been quick to realize the potential value of the helicopter for naval uses after initial trials and experiments with the American-built R.4 and Hoverfly machines, carried out over a period of some five years.

No. 705, the first British helicopter squadron, was formed at Gosport in 1950. Equipped with the Sikorski-designed and Westland-built Dragonfly, it was probably the first all helicopter squadron in the world to be formed outside the U.S.A.

The initial production version for the Royal Navy was designated HR Mk. 1 and had a three-bladed rotor of composite construction. It was equipped for general duties and rescue roles.

Various production variants, including trials with four-bladed rotors, led to the HR Mk. 3 which incorporated servo hydraulic control but reverted to the original three-bladed concept.

## PLANE GUARDS

A total of 133 Dragonflies were built and shared between the R.N., R.A.F. and civil authorities.

The last Dragonfly — delivered to the Navy on September 28, 1953 — was an HR 3, WP 504.

Used aboard aircraft carriers, Dragonflies carried out a variety of duties which included ship to shore communications, and shifting of light stores and personnel. More important was their role as "plane guards," hovering near the carrier during deck operations, ready to swing to the rapid assistance of any pilot and crew unfortunate enough to fly off into the sea.

Dragonflies replaced the long suffering Sea Otter at every R.N. coastal station in the air sea rescue role where, with the new found technique, they were to set the pattern of ease and speed in rescue operations for many years to come.



SIKORSKI DRAGONFLY

Hardly a day goes by when we do not witness the improved development of the helicopter and its life saving exploits.

The valiant work performed by the Dragonfly and her crews during the floods in Holland in 1953 deserves mention.

## TRAINING ROLE

From the technical progress and engineering improvement of the aircraft industry emerged the larger, more powerful and spacious Whirlwind, and the trail blazing Dragonfly had to rest upon her laurels, being relegated to training duties.

In 1961 Dragonflies were issued to Britannia Royal Naval College, Dartmouth, and used for training in air experience by Royal Naval officer cadets.

Dragonfly WN 493 (an HAR Mk. 5) was obtained from R.N. air station Culdrose, and, now refurbished and preserved, stands at the Fleet Air Arm Museum at R.N. air station Yeovilton, forming part of the collection of F.A.A. historic aircraft on permanent display to the public.

## ... AIRCRAFT

For the  
technically  
minded

## DRAGONFLY HR3

**Description:** Carrier borne or shore based air-sea rescue and communications helicopter. Crew of two.

**Manufacturers:** Westland Aircraft Ltd., Yeovil, Somerset.

**Power Unit:** One 550hp Alvis Leonides 50.

**Dimensions:** Rotor Diameter, 49ft. Length 57ft. 6in. Height 12ft. 11in.

**Weights:** Empty 4,397lb. Loaded 5,870lb.

**Performance:** Max speed 103 m.p.h., cruise 81 m.p.h., climb 970ft/min., service ceiling 13,500ft.

## PHOTO POSTCARDS

Photo postcards of this aircraft and others of this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 5p each (including postage) — 70p per dozen — stamps or postal order.

A standing order for the supply of each new card on publication for 12 issues, can be arranged on receipt of cheque or postal orders for 70p.

Albums to hold 64 Navy News postcards are 50p each (including postage).

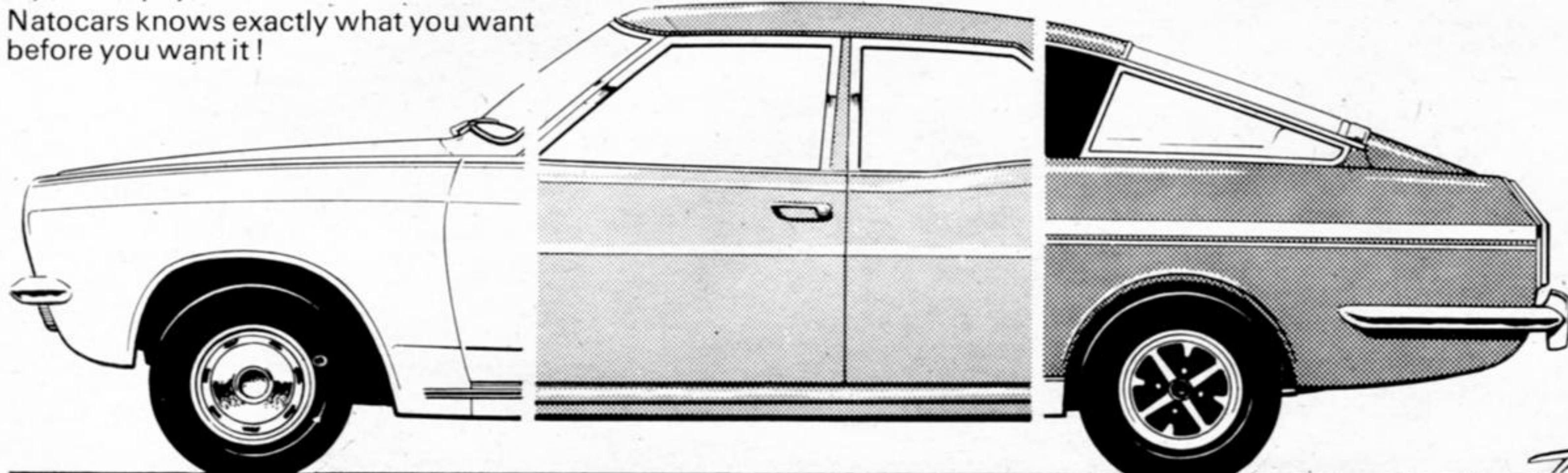
Other aircraft in this series are: Walrus, Seafox, Skua, Albacore, Chance Vought Corsair, Fairy Grumman Wildcat, Fairy Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraiders, Fairy III, Sea Hawk, Sopwith Pup, Westland Sea King, Blackburn Dart, Westland Wyvern, Sopwith Tabloid, Sea Hornet, Westland Wasp, Sopwith Camel, Sopwith Triplane, Phantom F-4K, BE2C, Wessex V, Sopwith Schneider, Submarine Scimitar, Gloster Sea Gladiator, Westland Whirlwind, Sea Otter, Sea Venom, Firefly, Barracuda, Blackburn Ripon, and Hawker Sea Fury.

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NN



# Boards this month

The last of over 7,000 reports on petty officers for chief, have been received and the task of checking and sorting them is well under way.

## for Chief

There will be six selection boards, each dealing with a different sector, five sitting at H.M.S. Centurion and one at H.M.S. Daedalus. The boards will be in session during October, and the results of their deliberations will be published in November.

Those selected will then be promoted to chief in the order selected by the boards within the 12 months starting November 1 as vacancies occur, though a very small number may have to wait a little longer. The reason for this is that the boards will need to select rather more men than the expected number of vacancies, to allow for invaliding and other premature discharges. However, no man selected at a subsequent board will be promoted ahead of those already selected.

Detailed information is contained in DCIs 449/71 and 450/71, but with a new system there are bound to be many questions. Here are a few — with their answers. If your query is still not answered ask your Divisional Officer, who has access to the Advancement Office in H.M.S. Centurion.

**Q. I am top, or close to the top, of the roster for CPO. What is going to happen to me in October at the first selection board, bearing in mind that no report was made on me last May, when reports on Forms S507 would normally have been rendered?**

**A.** Advancements under the present system will not be stopped until October 31, 1971, when the selection boards will have completed their work. Provided that a man is at the top of the roster and is recommended, he may expect to be advanced under the current rules. After October 31, all POs qualified for promotion under the new rules will be included in the consideration lists presented to the selection boards — but see the next answer.

### IS IT FAIR

**Q. Is it fair on those of us who have clambered up the ladder on the past rules for advancement to be overtaken at the last rung by a junior chap with glowing reports?**

**A.** This will not happen in the first stages. The DCI makes it quite clear that in the first years considerable weight will be given to the roster position gained under the old system. Gradually, this weight will be reduced as the new style merit reports build up until the fifth year

## Drafty explains the new system



"Oh, well! There goes my promotion to leading rate!"

when the old roster will no longer be relevant. When the new system is in full swing the boards will look at only the latest five years worth of reports, anyway.

### POSITIONS AND CHANCES

**Q. What about pension? Will we still get the same chance of selection two years before leaving the Service?**

**A.** Yes. The position will be the same as at present, though there is naturally no guarantee of promotion at or before this date. In due course, it is anticipated that the average point of selection will be about the 15th year; however, ALL POs will be considered by the first Board following completion of their 18th year, regardless of their eligibility.

**Q. Why can't we be told our positions and chances?**

**A.** Because there will no longer be an active roster. This is a fundamental change which goes with selection. It is no longer a question of waiting in a queue and moving up by marks or points. Of course, all men are to be told whether or not they are recommended, so each one will know whether or not he is a starter. There will not be any order of merit for the unsuccessful. However, they will appear before the next board (if still eligible) ready for a fresh start. The results of the previous boards will have no direct bearing on one's chances at a later board.

**Q. Why are my Divisional Officer's records being sent to H.M.S. Centurion? Surely my CO needs this record if he is to give me a proper report.**

**A.** We have learned after many years experience of reporting on officers that it is best for the person writing the report to do so from scratch — without being able to see what the previous reporting officer said. Since the new reports (S264C) will form the basis of each man's promotion dossier, it was decided to apply the same standards of objectivity to these forms as to those for officers. In any case many Senior rates dislike records of their youthful aberrations being kept year after year. This was considered a valid criticism and so that will no longer be kept for men who have been rated confirmed petty officer.

### EXPECTED SEQUENCE

**Q. How will the Board results be promulgated?**

**A.** They will be published, by DCI, in an expected sequence of promotion (with an idea of the forecast date). This will form the basis for individual draft planning. Promotion orders will be issued by the Advancement Authorities as vacancies occur in authorised numbers, the date of the order being the effective date of promotion.

**Q. Who will sit on these Selection Boards?**

**A.** The Boards will be composed of an officer from your specialisation and one officer from the Drafting Division. The chairman will be a commander designated by CINNAVHOM. The Advancement Commander from H.M.S. Centurion is permanent Secretary to the Centurion Boards.

**Q. DCI(RN) 450/71 states that a man must have two consecutive "NOW" recommendations before he is eligible for selection and promotion. Why had this been introduced?**

**A.** This has been introduced to ensure that no man will be considered for selection who has gained a "NOW" recommend as a result of a sudden effort, which he may not sustain — i.e., two consecutive "NOW" recommends show that he has not only reached the accepted standard but also a consistent standard, which he has proved he can maintain. Any man who received other than a "NOW" recommend will not be eligible for consideration for a minimum of two years. Under the old system a man could be poorly recommended, and possibly not recommended for years and yet through the accumulation of Basic Points and Merit Points over a long period could eventually reach the top of the roster and just one positive recommend was sufficient to get him advanced. This will not happen in future.

### 5th AND 6th FIVES

**Q. What about 5th and 6th Fives, NCS, etc? Will these engagements still be available?**

**A.** Yes, but they may well be revised. However it is unlikely that MOD(N) will now require many CPOs on 5th and 6th Fives now that there are FCPOs in being. Looking into the crystal ball, it appears that there will still be a need for POs on 5th Fives, etc., but DCI 450/71 makes it clear that they will not be eligible for CPO once on this extension of service. The numbers of Ldg Hands and below who can be given Fifth Five is unchanged. In the last two years the Fifth Five selection process has been radically altered in order to make competition between applicants as fair as possible, and to give good notice so that men know where they stand a year or so before the ends of their engagements. Anyone who would like to be considered for a Fifth Five but who still has a chance to be promoted to CPO, or FCPO, go ahead and apply. Whether he is successful or not, it will not affect his chances of promotion subsequently. If he is promoted to CPO the 5th Five will still stand. If he is promoted to FCPO he will be on a new engagement which will supersede the 5th Five anyway.

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## HOW TIMES CHANGE!

In H.M.S. Yarmouth, Mr. Harold Powers entertains Petty Officers' Mess members with stories of his service in the three-funnelled light cruiser Yarmouth.



Mr. Powers (71), a first-class stoker in the cruiser on the South American station, 1918 to 1920, visited the anti-submarine frigate in Rosyth, his home town. After looking round the ship on September 3, he said: "Absolutely marvellous." Then he told what life was like coaling ship, being hosed down afterwards, feeding 12 boilers — and eating salted pork when the cruiser ran out of provisions.



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## DUNKIRK MEDAL

Now that the constitution governing the Commemorative Medal of the Battle of Dunkirk has been amended, British personnel who served in the Dunkirk sector between May 10 and June, 1940, can claim the award.

Instituted by the French in 1948, it is available to all those who took part in the historic evacuation, including merchant seamen and civilian volunteers.

Ex-Servicemen and others wishing to receive the medal should apply to the Dunkirk Veterans Association, 6, Derwentwater Terrace, Leeds 6.

## Comfort — but no queues

Having seen, in Navy News, details of the Royal Navy's first Type 21 frigate, H.M.S. Amazon Shipmate Geoff Wingrove, editor of "The Bosun's Call," Durban, comments on the way times have changed.

"The accommodation for the ship's company is of a very high standard indeed," he writes, "and when one compares it with the 'V' and 'W' destroyers of our day, it is palatial."

"Makes you think really, in our day we queued up to join the R.N. to serve in great discomfort, and with all these beautiful ships in today's Navy they have a job to man them . . ."

# The U.S. guard left Ted in charge!

The R.N.A. Cruise, as reported last month, got under way after three years of delays and setbacks, but it seems that the adventure more than made up for the earlier disappointments.

One note-worthy incident is recounted by Shipmate Ted Smith, the National Council member of No. 6 Area, who organized the trip.

The scene was Naples, where several ships of the United States Navy were anchored.

"After dinner it was agreed that my wife and I should invade the Yankee stronghold and try to arrange a 'look see,'" writes Shipmate Smith.

### "UNCHALLENGED"

"We ambled, unchallenged, up the gangway of the senior ship in the harbour and asked if we could see the officer of the day or duty officer. Putting aside his transistor radio, the guard asked if I meant the ODQS. It sounded as though this might be the bloke we wanted so I said 'yes.'"

"Our intrepid guard then ambled off, leaving my wife and I in charge. About half way to his destination he had a sudden thought and returned — to ask who we were."

"I introduced myself as an ex-member of the Real Navy, but either my sarcasm was lost, or my English accent fooled him, because he shoved off again, returning a few minutes later with the ODQS and the duty chief."

### "WELCOME"

"Gee, we'd sure like to have you aboard, but we sail at six in the morning. We'll be back in a couple of months though, and if you can hang around you'll be

real welcome," was the answer to our request.

"I prefer to think that the shipmates who suggested taking over our ship and waiting, were only joking."

Shipmate Smith reports that the members so enjoyed the cruise that they are to continue their holiday association, and plan to visit Malta next year. "Anyone want to come?" he asks.

## BRANCH NEWS

### Gravesend

The branch has appealed to the Gravesend Borough Council to prevent the windows of St Andrew's Waterside Mission Church from being covered with corrugated iron sheeting.

Members feel that the building — the seamen's memorial church — will be "an intolerable eyesore" on the waterfront area of St Andrew's Gardens and Bawley Bay.

The branch would like to see St

Andrew's, which is described by the chairman as "a unique, interesting and nationally historic building," re-opened for worship.

### Llandudno

Only two-and-a-half years after forming the branch, Llandudno recently opened a licensed club in the centre of the town. Alterations to the building were carried out almost entirely by the members, who represent every section of the building trade.

Shipmates who are visiting North Wales are assured of a warm welcome at the club which is at 5, Gloddaeth Street, 200 yards from the war memorial on the main promenade.

The club enjoyed its first social occasion on August 19, when they entertained Llandudno R.A.F.A. with a darts match. The R.N.A. team, captained by Shipmate Barry Haslock, held the visitors to a draw. The ladies of the branch provided an excellent buffet and the evening was a great success.

### Newton Abbot

A party from the men's section visited the Britannia Royal Naval College, Dartmouth, where they were shown around by cadets.

Not to be outdone, the women's section enjoyed a mystery coach trip, visiting Haldon, Dawlish, Teignmouth, Shaldon and Torquay, and on another occasion the ladies organized a trip, for all members, to Bigbury Bay.

### Oswestry

The chairman, Shipmate A. J. Parsons; vice-chairman, R. Davies, and the secretary, Ron Leonard have become the first English honorary members of the Nuremberg branch of the Deutscher Marinebund — the German Naval Association.

This honour was bestowed on them during a visit to Oswestry by the Nuremberg "shipmates." Last year, members of the Oswestry branch visited Nuremberg.

It is hoped that this link will be copied by other branches in England and Germany. Anyone interested can obtain further details from Oswestry's secretary, Shipmate J. R. Leonard, of 14, Hampton Close, Oswestry, Salop.

### Wear

The Royal Navy may have lost its rum tot, but some shipmates are carrying on the tradition! They have obtained a rum tub and plan to pipe "Spirits up" annually, at the meeting nearest to the anniversary of the death of the tot.

It is not surprising that the first time this ceremony was observed, the meeting attracted about 300 members. The chairman, Shipmate R. G. Gledhill, and the secretary, Shipmate A. Edmunson, were rum bosuns.

Earlier in the month, 85 senior members and their wives, and widows of former members, enjoyed a day's outing to Tees-side and North Yorkshire, visiting the Stockton branch in the evening.

## Miss Warrington gets the job!

No. 3 Area, R.N.A. have chosen a woman as their vice-chairman. At the meeting in the Portsmouth branch H.Q. on September 3, Miss K. Warrington was elected — pipping two

## Where have all the Flowers gone?



Pictured together here are the last two serving Flower-class corvette captains from World War II.

This photograph of Commodore T. E. Fanshawe, Senior British Naval Officer South Africa, and Rear-Admiral J. Johnson, Chief of Staff South African Navy, was taken at Simonstown shortly before Commodore Fanshawe left for the U.K. at the end of his appointment as SBNOSA. He retired last month.

During the war, Rear-Admiral Johnson served as a

lieutenant R.N.R. in command of H.M.S. Verbena and Commodore Fanshawe was a lieutenant in command of H.M.S. Clover.

Although they never met at the time, they were known to each other by reputation. In fact, they did not meet to relate their experiences until Commodore Fanshawe arrived in South Africa in 1969.

### Chelmsford

To complete a successful day out at Chatham during Navy Days, 61 Chelmsford members and families visited the West Ham branch.

On September 4, a large group attended a dance and barbecue at T.S. Sealion, the Chelmsford Headquarters of the Sea Cadet Corps. The aim was to help the cadets to buy a boathouse, and the branch donated £5.

In addition, L.S.N. Banks, Mr. P. Mead (Master of the Varne lightship) and Shipmate F. Jones (social secretary) allowed guests to throw them into the River Chelmer — at 10p a time, which raised another fiver for the fund!

### Ramsgate

Many branches have visited Ramsgate recently, including Maidstone, who requested a bat-and-trap match — and were beaten by the hosts. Several shipmates from Coventry also visited the branch while on holiday in Ramsgate.

Other popular events included a tramps' supper and circus night — the latter being held on the 80th birthday of the oldest member, Shipmate Johnson, a former Ganges boy.

### Wantage

The highlight of the cribbage challenge match between the branch and the Kings Arms, Wantage, was the ceremonial entry of a 12-oared oggie — a massive 2lb. 14oz. pastie made by the wife of Shipmate Jack Anns.

On either side it had six spoons for the oars and looked, to quote one visitor, "something like a Viking longboat with shipped oars, or a six-legged beetle on its back."

The evening was a great success, with the R.N.A. team winning the match 3-0.

### Purley

Members recently visited the Eastbourne branch when Shipmate Forgham was presented with an R.N.A. car badge and his wife received a compact. Shipmate Forgham lives in retirement at Eastbourne, having served as "temporary" secretary and delegate for Purley since 1963!

He joined the old R.N. Old Comrades Association in 1936, while serving in the Navy.

## Warm welcome for a Moth

A member of the Memorable Order of the Tin Hats (Moth) — South Africa's equivalent of the Royal British Legion — recently visited the Royal Standard Shell-hole (branch) in London.

Writing in the Order's magazine "Home Front" Mr. Bernard Cohen, of Three Ideals Shellhole, Benoni, recalls: "I was wearing my Moth blazer with Transvaal on the badge and I was immediately given a very good welcome indeed."

"It was wonderful to see the S. African flag at the main table and that, plus the familiar sight of Moth blazers made me feel very much at home and hard to believe that I was 6,000 miles away from my own Shellhole!"

## REUNIONS

The 22nd annual reunion of former Fleet Air Arm and R.A.F. personnel who served during the war at the U.S. Naval Air Station, Pensacola, Florida, will be held at the Naval Club, Hill Street, London, on November 27. All those interested should get in touch with Mr. L. V. Armstrong, 47, Rutland Road, Wandsworth, London, E11 2DY.

Survivors of H.M.S. Royal Oak are meeting at the R.N.A. Club, Victory Stadium, Pitt Street, Portsmouth, on Friday, October 15, for a social and dance, and at 11 a.m. on Saturday, October 16, they plan to lay a wreath at the Naval War Memorial, Southsea.

The first major event arranged by the newly-formed Bournemouth and District Trafalgar Day Association is a dinner and dance at the Pavilion, Bournemouth, on Friday, October 22. Details and tickets can be obtained from Mr. G. T. Christopher, 1, Nutsey Lane, Testwood, Totton, Hants.

The 25th anniversary dinner of the Birmingham branch, Association of Wrens, is to be held on Friday, October 15, at the Oak Restaurant, High Street, Birmingham (7.00 for 7.30 p.m.). Tickets are available from Mrs. R. Large, 27, Ranelagh Croft, Cheylesmore, Coventry, CV3 5FB.

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## Penelope and the Scinde Horse

A wartime link between the cruiser H.M.S. Penelope and the Scinde Horse Regiment, which served with the 31st Indian Armoured Division in Egypt, was renewed in August.

The Penelope frequently visited Alexandria in 1943 to "lick her wounds." The damage sustained during action in the Mediterranean earned her the nickname "Pepperpot Penelope."

Dinghy racing in Alexandria harbour and exchange visits between the ship's company and the regiment helped to build up a close relationship between them.

The surviving officers of the old Penelope — she was torpedoed off Italy in 1944 — and the commanding officer and some officers from the new, Leander-class Penelope, were invited to the reunion at Loseley House, near Guildford, the home of Major James More-Molyneux, ex-Scinde Horse.

The survivors had not met since the sinking of the ship.



# Galatea's weighty problem

H.M.S. Galatea has been presented with "a mystery parcel" — a giant plaque, measuring 10ft. by 6ft.

Although the mystery surrounding the crest may not be weighing too heavily on the minds of the ship's company, the plaque itself certainly posed a weighty problem — all 10cwt. of it!

It was found by workmen demolishing a building in a commercial shipyard in Hull, Galatea's "adopted" city. The building formerly housed the base of the Hull Division, Royal Naval Reserve, which was also called H.M.S. Galatea, after the guardship based at Hull during the war.

The demolition firm sent the crest to the Galatea and after it has been cleaned up in Portsmouth Dockyard it will probably be returned to Hull and presented to sea cadets.

But the history of the plaque remains a mystery...

## TUG-OF-WAR

The Galatea's visit to Hull was her last before paying off at Plymouth in September. One of the features was a tug-of-war contest at Skirlaugh, followed by beer and a buffet at a farm in the village.

The ship's team lost — and were no more successful in the

## FOR THE BLIND

While the Galatea was at Portsmouth, a cheque for £254 was presented to Mr. and Mrs. R. Sivil, of Southsea, on behalf of the Guide Dogs for the Blind Association. The cheque was handed over by Petty Officer Writer Fred Attard.

return match alongside the ship in Hull, but they were able to return the hospitality of the villagers by giving them a tour of the ship.

The ship corresponds with two orphanages in the Hull area and the children plot the ports visited. Donations to the orphanages are made regularly, and during the last visit the welfare committee gave £50 towards a TV set.

Before visiting Hull the Galatea was deployed to the Mediterranean where she joined the NATO "on call" force.

By the end of the commission she had sailed more than 130,000 miles.



Take the strain — and lift! But it's easier said than done and these six ratings eventually had to call in four extra hands to help with their 10cwt. problem. PO Bob Clements directs lifting operations and doing the lifting are (left to right) AS Michael Turner, OS Lindsay Brooks, JS Terence Hardwick, AS Richard Hale and LS Alexander Reynolds.

# BELFAST H.Q. HOPE

Behind the pride and nostalgia (not to mention a touch of acrimony) which distinguish gatherings of former comrades-in-arms, the outsider sometimes senses an inner sadness in their realization that, however successful their efforts to recall the spirit of the past, the "good old days" themselves — and there were good ones as well as bad — have gone for ever.

So when an opportunity presents itself to take a practical step back into nostalgia, is it surprising that the comrades are swift to grasp at it?

## Kiwis recall Leander

H.M.S. Leander, the nameship of her class, was launched in September, 1931, and commissioned for the New Zealand Station in April, 1937. She was scrapped in 1949, but her memory lives on — particularly among members of the Ex-Leander Association of New Zealand.

Thanks mainly to the untiring devotion of secretary "Spud" Murphy, the Association has more than 1,000 members, with a mailing list of 780 in the U.K., Australia, U.S.A., Fiji and Norfolk Island.

If any Ex-Leanders wish to be remembered to old pals they can pass on a message through "Spud" Murphy at 25, Sheppard Avenue, Mt. Roskill, Auckland 4, N.Z.

At this year's R.N.A. conference, held at Croydon in September, two branches brought forward "motions of urgency" involving the famous old cruiser H.M.S. Belfast, which it is now planned to preserve in the Thames as a floating naval museum.

## 'IN' VOTE

Never renowned as a "rubber stamp" gathering of total accord, the conference obviously found great appeal in the Belfast idea and delegates agreed, by a vote which appeared unanimous, that they would like to be "in" on the project by asking their National Council to investigate the possibility of moving headquarters to the ship.

They also agreed that members be invited to make a voluntary contribution of up to 5p each towards the Belfast preservation fund. It was after one delegate had reported that his branch had

## R.N.A. • More news next month. conference

already donated a sum representing more than 5p a member that it was agreed to make the contribution voluntary rather than compulsory.

Even before the conference, it is understood, the possibility of a link with the Belfast project had crossed minds in the higher echelons of the association — now the matter can be pursued with backing of conference.

Presiding over an R.N.A. annual conference for the first time was the new president (Rear-Admiral T. V. Briggs).

In the evening there followed an impressive reunion, based this year on the massed bands of the Royal Marines.

## He took part in the Boxer Rising

A link with the past was severed recently by the death at Bridgwater of Signal Lieutenant Sidney Thomas Weeks.

Joining the Royal Navy in 1898, Lieut. Weeks took part in the Boxer Rising of 1900, serving under the then Commander Jellicoe, being wounded with his commander on the Pei Ho river.

In 1914 he again served with Jellicoe, then Admiral Sir John Jellicoe, Commander-in-Chief, Grand Fleet.

Lieut. Weeks first retired in 1920, but was recalled to active service in May, 1938, finally retiring in June, 1945.

He was a member of the Bridgwater branch of the R.N.A.

## Back to Blockhouse

Two veteran submariners recently paid a nostalgic visit to their old haunts in Fort Blockhouse, Gosport.

They were 84-year-old Mr. C. Samson, who left submarines in 1919 after serving throughout World War I, and Mr. B. Ramshaw (60) who served in submarines from 1926 to 1953.

The visitors, who both come from Southampton, were entertained by the CPOs' Mess at H.M.S. Dolphin, and their "guide", CMEM Joe Oliver, also showed them over a modern Oberon-class boat to see how it compared with their days in the "silent service".



Happy to be back. . . Mr. Samson (left) and Mr. Ramshaw.

Mr. James Sleaman, 7427 Harford Road, Baltimore 212-34, Maryland, U.S.A., who joined the Marines as a bugler in 1907, and served the first commission of H.M.S. Glasgow (1909-1912), would like to write to any survivors of that commission. Mr. Sleaman is also anxious to obtain a coloured picture of a bugler's red uniform.

Ex-Tel. F. H. Wright is hoping to contact any surviving members of the ship's company of H.M.S. Brixham, which was in the 13th Minesweeping Flotilla, serving in the Mediterranean from November, 1942, to December, 1944. The Brixham was attached to H Force and took part in Operation Torch. Mr. Wright lives at 40, Wyndham Road, Petworth, Sussex.

Sub-Lieut. Kenneth G. Palmer, R.N.V.R. (Retd.), of 74, Bowden Road, Birmingham, B28 9DL, is trying to locate anyone who

served with him in combined operations in Burma, 1944. He would like to make contact with anyone who was attached to L.C.T. 2450, 120th L.C.T. Flotilla, later L.C.G. M.107, H Force Arakan, and particularly recalls Douglas H. Smallbones, at that time a sub-lieutenant.

H. Worsley, ex Ldg. Sto., of 6, Sealand Close, Sale, Salemoor, Cheshire, would be pleased to hear from members of the 1942-44 ship's company of H.M.S. Froisher with a view to holding a reunion, possibly near Coventry.

## Calling old shipmates

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Airframe Fitter	£29.44	£35.82
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Clerk Financial		
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Clerk Supply	£27.65	£34.03
Dental Assistant	£25.85	£32.23
Dental Technician	£31.20	£37.58
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Engine Fitter	£29.44	£35.82
Fitter and Turner	£29.44	£35.82
Instrument Fitter	£31.20	£37.58
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Full details concerning the conditions of service in the Company can be obtained by applying to The Manager, Fleet Recruitment, BP Tanker Company Ltd., Britannic House, Moor Lane, London, E.C.2., telephone 01-920 6033.

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If you are under 40, like the idea of joining the fast-growing computer industry and are due for release during the next 18 months or after a short-term commission, why not find out more about IBM? Send a brief resumé of your technical career and personal details to Mr. D. J. Dennis, IBM United Kingdom Limited, 389 Chiswick High Road, London, W.4. Quoting reference NN/90662

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In the past year we have visited a number of Service Units to give a short presentation on Customer Engineering in the computer business, followed by a question and answer session. We would be pleased to arrange to visit your station if there is sufficient interest and your commanding officer agrees. Please discuss this with your Resettlement Officer or Station Education Officer in the first instance so that we can make arrangements through him.



## The kind of pix we like

The middle of a storm is not always the best time to think about pictures, but when H.M.S. Argonaut was caught in Typhoon Rose off Hong Kong, a member of the ship's company got some dramatic shots of the ship ploughing through some fairly alarming seas.

The pictures were in colour, and although of lasting personal interest were not of a quality suitable for reproduction.

As a matter of interest to all ship's photographers, black and white pictures are of greatest general use to Navy News, with colour transparencies when subject and conditions are suitable. Because of reproduction costs, few colour pictures can be used.

# Trophies link two Repulses

When Mr. Albert Fry spotted a pair of miniature oars being used to stir cocktails in a Southend pub, his interest was aroused. Because the engraving on the six-inch solid silver oars referred to the old battle cruiser H.M.S. Repulse.

A member of the R.N.R. and former submariner, Mr. Fry was well aware that the present Repulse is a Polaris nuclear submarine.

He asked the landlord of the Sutton Arms, Mr. Ken McDowell, if he would consider selling or presenting the oars to the new Repulse.

Mr. McDowell was happy to oblige and his wife, Lillian, recently presented the oars and two brass ashtrays from the old Repulse to the submarine's first lieutenant, Lieut.-Cdr. Tim Everhard.

The oars were originally owned by Mrs. McDowell's uncle, Mr. Arthur Hills, who won them in a one-mile whaler race in 1928.

When Repulse was sunk by the Japanese in 1941, most of the ship's silver was lost.

But Mr. Hills had left her before she was sunk — taking his trophies with him. He died eight years ago and the oars found their way into the Sutton bar.

Now they are back in the Navy — in exchange for a framed photograph of the new Repulse and the boat's crest.



Lieut.-Cdr. Everhard receives the silver oars from Mrs. McDowell before three smiling "witnesses" — (left to right) CPO Malcolm Bennett, PO Alan White and CEM Adrian Payne, of the Repulse.

## PAPUA NEW GUINEA

# Vacancies in Telecommunications

The Department of Posts and Telegraphs in Papua New Guinea is currently looking for skilled Telecommunications Engineers and Technicians to help get its \$A14 million development programme under way.

This programme provides for an S.T.D. system throughout the entire communications network, and for automatic functioning of the telegraph and telex services, all using the latest equipment available.

### Duties

**Engineers: Class 3** — Exchange Planning or Telegraph and data equipment maintenance.

**Class 2** — Installation of radio external plant, exchange and telephone equipment design, workshop construction.

**Senior Telecommunications Technical Officers and Telecommunications Technical Officers Grade 2:** A number of positions at both levels of responsibility in the fields of radio station installation and inspection, broadcast and mechanical equipment design and installation, and similar functions in respect of telephone subscriber and exchange equipment. There are also positions involved in management of teleprinter workshop maintenance.

**Senior Technical Officer (Mechanics)** — responsible for provision of auto-plant, mechanical aids and power plant services.

**Telecommunications Technical Officer Grade 1:** A number of positions covering maintenance of VHF, HF and Microwave systems, installation of telephone exchange equipment and power plant, manufacture of special telephone equipment, installation and maintenance of telegraph and telex services.

**Technicians:** Installation and maintenance of radio, or telephone or telegraph equipment.

### Qualifications

**Engineer:** Applicants must be eligible for membership of the Institution of Engineers, Australia (eligibility for membership of Institution of Electrical Engineers, U.K., generally determines this) and have at least 2 years' relevant experience since qualifying.

**Senior Telecommunications Technical Officers and Telecommunications Technical Officers:** City and Guilds Telecommunications Technician Certificate in Radio, Telephone or Telegraphs, preferably with at least two

supplementary certificates and extensive relevant experience.

### Senior Technical Officer Grade 1

(Mechanical) — an appropriate technical certificate or diploma is essential, plus extensive mechanical, electrical or automotive experience.

**Technicians:** City and Guilds Telecommunications Technician Certificate in Radio, Telephone or Telegraphs.

### Salaries

Engineers Class 3 (Telecommunications)

\$A9601 — \$A10,682

Engineers Class 2 (Telecommunications)

\$A8150 — \$A9070

Senior Telecommunications Technical Officers

Grade 1 \$A6632 — \$A7012

Senior Technical Officers Grade 1 (Mechanics)

\$A6632 — \$A7012

Telecommunications Technical Officers Grade 2

(Radio — Telephones — Telegraphs) \$A6060 —

\$A6441

Telecommunications Technical Officers Grade 1

(Radio — Telephones — Telegraphs)

\$A5175 — \$A5919

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\* An additional \$A360 p.a. is payable to married men.

Income tax in Papua New Guinea is currently about half that in the United Kingdom.

### Conditions

\* 4 year contract engagement

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\* 3 months' leave after each 21 months' service

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Telephone: 01-836 2435.  
Applications close —  
October 29th.



## CHANGES IN THE AIR...

The world-wide system of radio communications with British and Commonwealth merchant ships known as the Long Range Area Communications Scheme has now come to an end.

Jointly operated by the Post Office, Royal Navy and a number of Commonwealth countries, the scheme had its nerve centre at the Post Office radio station at Burnham-on-Sea. It was brought to an end because of changes in the Commonwealth communications systems and as a result naval personnel, who since 1942 have worked at the station alongside Post Office staff, leave for other duties.

British ships now have to communicate directly with Burnham from the oceans of the world, instead of through Royal Navy or Commonwealth stations as they have for more than 29 years.

The Royal Navy's representation at Burnham began in 1939, when the first naval officer joined the staff. In February 1942, a

team of six naval telegraphists were appointed to the station and later in the same year the number rose to 22. They worked alongside civilian radio operators and the arrangement proved a great success.

### FAREWELL CEREMONY

Towards the end of the war the Admiralty was concerned that the system be maintained in peacetime to provide a nucleus for a wartime communications system, and an approved scheme, set up in 1946, ran until 1969, followed by an interim scheme.

To cater for the change the Post Office is providing additional operating facilities at Burnham and additional equipment at the transmitting stations at Portsmouth and Dorchester.

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"My father is an ex-matelot, his father is an ex-matelot — and I want to be a ruddy ex-matelot!"



"That settles it, I'll have to get promotion to petty officer now, cos I ain't wearing that."



"I know you are going to salute me when you draw your sword, but my bodyguard doesn't."

### COMMANDOS IN MED.

The Royal Navy has a strong commando force in the Mediterranean. When H.M.S. Bulwark sailed from Devonport those aboard included 41 Commando Royal Marines, supporting Army gunners, and 845 Naval Air Squadron.

Earlier, Headquarters of 3rd Commando had left Devonport in H.M.S. Fearless.

During the next four months the commando ship and the assault ship will be taking part in Royal Navy and NATO exercises.

The Bulwark is expected back in U.K. in mid-December.

Following a new interim defence agreement, 41 Commando Group will be going to Malta to relieve the 1st Bn. Devon and Dorset Regiment.

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# UNITED COMMAND OF SHIPS

Admiral Sir Edward Beckwith Ashmore, the new Commander-in-Chief Western Fleet, will — when Western Fleet headquarters takes over complete operational command of the present Far East Fleet in the next few months — be the first British admiral in modern history to command every seagoing warship in the Royal Navy.

Admiral Ashmore, former Vice-Chief of Naval Staff, took over as C.-in-C. Western Fleet from Admiral Sir William O'Brien at a simple ceremony at Northwood, on September 16. He also succeeds Admiral O'Brien in two NATO naval appointments.

On his last day in the Service after 41 years, Admiral O'Brien was given a rousing send-off.

In a farewell general signal to the Fleet he said, "There are three characteristics that form a sort of golden thread of continuity for me, epitomise the man in the Fleet and make the



Navy. They are service, professionalism, and humour. I see the thread intact and very bright today."

And the admiral chose to end with a touch of humour: "I am glad that the only vessel we lost in action was the tea boat."

Hail and farewell: The new C.-in-C. Western Fleet (Admiral Sir Edward Beckwith Ashmore), right, picture at Northwood with Admiral Sir William O'Brien, whom he succeeded.

## APPOINTMENTS

### 'Youth' shows the flag

Next January, the Royal Navy will have two of the youngest flag officers for a century.

After the announcement last February that Capt. A. J. Miller (Director of Public Relations, Navy) was to be promoted rear-admiral on January 7 comes a similar announcement regarding Capt. J. H. F. Eberle.

Captain Miller was born in December 1926, and Captain Eberle five months later.

The departure from traditional practice has aroused great interest in the Fleet. In dipping into the history of youthful promotions, the names which have been mentioned are Admiral of the Fleet Earl Mountbatten, Admiral of the Fleet the Duke of Edinburgh, and Admiral of the Fleet Earl Beatty.

#### COMMANDED INTREPID

Captain Eberle, currently at Oxford University on a Defence Fellowship, commanded the assault ship H.M.S. Intrepid from 1968 to 1970. In January he is to take over the post of Director General Fleet Services.

Prominent in naval hockey, tennis, and squash for many years, he is also well known as Joint Master of the Britannia Beagles — the pack of harehounds belonging to the Royal Naval College, Dartmouth.

Captain Eberle succeeds Rear-Admiral P. White, who is to be Port Admiral Rosyth from next February.

#### PROMOTED ADMIRAL

Vice-Admiral Sir Andrew Lewis, who has been Second Sea Lord and Chief of Naval Personnel since March, 1970, was promoted admiral from August 21.

Admiral Lewis, whose appointments have included command of H.M.S. Girdleness and H.M.S. Kent, has served as Director General Weapons (Naval) and Flag Officer Flotillas, Western Fleet.

Rear-Admiral (Acting Vice-Admiral) G. F. A. Trewby, who has been Chief of Fleet Support at the Ministry of Defence since July, was promoted vice-admiral from August 21.

Appointments recently announced include: Capt. J. D. E. Fieldhouse, Aurora as COMSTANAVFORLANT, January 1 (to serve as Commodore).

Capt. A. L. L. Skinner, Arethusa in command, December 29.

Capt. T. H. E. Baird, Glamorgan in command, October.

Capt. J. L. N. Ommanney, Diomedes in command, December 9.

Capt. F. Allen, Cochran for Vulcan

November 21 and as commanding officer November 26.

Cdr. R. A. G. Nesbit, Hecla in command, February 2.

Cdr. P. Hames, Cambridge in command, May 5.

Cdr. A. D. King, Abdiel in command and as SO 1st MCM Squadron, May 17.

Lieut.-Cdr. J. M. Porter, Brighton in command for trials and service, November 29 (acting rank of commander).

Lieut.-Cdr. R. M. Lawson, Mohawk in command for trials and service, December 9 (acting rank of commander).

Lieut.-Cdr. B. S. Dyde, Woodlark in command, January 15.

Lieut.-Cdr. G. L. Hope, Hecate in command, December 11.

Lieut.-Cdr. J. I. Shorthouse, Enterprise in command, December 11.

Lieut.-Cdr. D. M. Jeffreys, Onslaught in command, August 29, 1971.

Lieut.-Cdr. T. M. Honnor, Andrew in command, September 1, 1971.

Lieut.-Cdr. J. A. L. Myres, Fox in command, January 19.

Lieut.-Cdr. R. W. Carpendale, Keppel in command, November 12.

Lieut.-Cdr. P. H. Gates, Hubberston in command, September 20, 1971.

Lieut.-Cdr. N. L. Turner, Yarnon in command, September 20, 1971.

Lieut.-Cdr. P. H. Wright, Rapid in command, March 15.

Lieut. R. E. Harsey, Egeria in command, November 24.

Lieut. A. D. E. Pender-Cudlip, Alliance August 20, 1971, and in command.

Lieut. R. M. Gee, Olympus in command, September 1, 1971.

Lieut. S. Drake-Wilkes, Iveston December 20 and in command.

Lieut. P. K. Haddacks, Osprey for Scimitar, January 3, and in command.

#### ROYAL MARINES

Major-General P. J. F. Whiteley, Royal Marines, has been appointed Chief of Staff Allied Forces Northern Europe from July, 1972. The first R.M. officer to be awarded a senior NATO appointment, he was promoted major-general last year and took over command of the Commando Forces.

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Royal Naval Barracks,  
Portsmouth, PO1 3HH  
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### DEATHS

BARNES — On 11th September, 1971, Grace Annie Barnes, in hospital after a painful illness, borne with great courage. She served in the WRNS from 1942-1968, and retired from Duchess of Kent Barracks as a Chief Wren Quarters Assistant.

GRAHAM DENNIS MELVIN, Royal Navy, died on September 3rd, 1971, as the result of a road accident. His wife Mavis, of Portsmouth, his parents Michael and Doris, together with his brothers John, Peter and Gary, all of Hunstanton, wish to express their deep appreciation for the many letters and cards of sympathy, for all the kindnesses shown, and for the abundance of floral tributes. Your concern will long be remembered as a genuine source of spiritual support, a reflection of God's grace. A special word of thanks to those from near and far who came to pay their last respects.

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ATTRACTIVE lady in 20s of Naval Family, would like to meet a Chief Petty Officer, or Petty Officer, similar age. — Box No. Navy News 156.

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ANDREW and sister seek foster father and friend for attractive widowed Mum. — Box No. Navy News 157.

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'Hat-trick' hitters . . .

## SPORT SPOT

... who caught 'em out



With a big hitting style like this, Lieut.-Cdr. Roger Moylan-Jones, the Navy captain, scored 79 not out against the R.A.F.

# Navy the 'best side in 25 years'

Jubilation from OEA(O) Bob Healey as Navy wicket-keeper Capt. Richard Persse, R.M., catches Flt.-Lieut. Peter Lishman, of the R.A.F., out for 17 at Lords.



The Royal Navy cricket team - Inter-Service winners for the third successive year - have been described as the best all-round team produced by any of the three Services during the past 25 years. This verdict came from a senior Army officer who has been associated with inter-Services cricket for over 25 years and who, at Lords in August, saw the Navy demolish the other two Services by scores which were even more convincing than last year, reports Smiler.

The Navy started their championship-winning "hat-trick" when they shared the title with the Army two years ago, but there was no question of sharing anything this year.

## French rugby trip good omen?

An invitation from Beglais, France's champion club, to play at Bordeaux on September 29, could well have been regarded by the Royal Navy's rugby team as a good omen for the season.

Last time the Navy played Beglais, in October, 1969, the team afterwards went from strength to strength, building up to victories against the Army and R.A.F. at Twickenham, writes Nimrod.

The selector then attributed much of that success to the spirit built up in this early game, and I'm sure that Cdr. John Jacobsen is hoping the same will apply this time.

The Navy team plays one more match before Christmas, the traditional Devon game, which is at the Rectory, Devonport, on Wednesday, October 6, (k.o. 19.30).

The Navy is hoping for good support.

### PROSPECTS BRIGHT

Royal Navy rugby prospects look good with many of the most talented players available.

Many are in the Portsmouth area, and U.S. Portsmouth seem set for a good record.

Their new captain is Lieut. Simon Newsom, who now holds almost a record number of Navy caps. He is ably supported by last year's captain, Lieut. Gareth Jones.

The team has strong backing behind the scenes, with such experienced people as Norman Bickford and "Tigger" Goodwin as coaches, Glyn Thomas chair-

man of the selection committee, and senior Alligadoos such as Capt. Jack Asbury (chairman) and Surg.-Capt. Cyril McLintock (vice-chairman).

I hear, too, that a great stalwart of R.N. rugby, Monty Waller, gives touchline support. He is also the fixture secretary.

### DEVON NEWS

Down in Devon, the Services are this season being coached by Lieut. Terry Scott, the former R.N. and Barbarians player.

Lieut. Hugh Archer R.M. is captain of the first XV and Jerry Lannigan is vice-captain.

Capt. Johnny Beadon, the chairman, told me that Services hoped to build a good side, particularly with some of the talent available at Manadon.

Two former R.N. players, Commanders Paul Badcock and John Hunter, are helping to get things moving as secretary and treasurer.

In case there are some who are not aware of the experimental scoring system introduced for this season and next, Law 11 now states that a try is worth four points; a goal from a try totals six points; a goal from a free kick or penalty kick, three points, and a dropped goal otherwise obtained, three points.

## KEEPING AN EYE ON JUDO

With enthusiasts as attractive as Ldg. Wren Sheila Pratt around, no wonder judo continues to grow in popularity!

Sheila lent moral support to the Royal Marines team during the Corps championships at Depot R.M., Deal, where a coaches course was also held from September 6 to 11 under the direction of deputy Royal Navy coach, Sgt. Peter Brown.

The dozen candidates ranged from a junior musician to a lieutenant-commander, and most of them passed the examination for the British Judo Association's club coach award.

The new coaches will be aiming to provide a winning team at the National Team Championships at Crystal Palace on October 9.

But Sgt. Brown, serving at the PT Wing at Deal, says there is still room for more coaches.

### COMMAND CHAMPIONSHIPS

While most competitors in the Naval Air and Portsmouth Command championships at H.M.S. Daedalus on September 5 were from H.M.S. Collingwood and H.M.S. Daedalus judo clubs, contestants also attended from R.N. air station Lossiemouth, H.M.S. Dryad and H.M.S. Fife.

The open competition was won by Lieut.-Cdr. Mills-Hicks (Collingwood); the intermediate by CPO Webster (Collingwood), and the novices event by Mech. App. Exelby (Daedalus). Collingwood won the team event.



They were superior in every department. If one batsman or bowler failed, there was another to take his place.

The main credit for this success must go to the captain, Lieut.-Cdr. Roger Moylan-Jones, who has been an inspiration to his side.

### RECORD SCORE

Beating the Army by 125 runs on August 18, the Navy knocked up 256-8 in 55 overs, the largest total achieved since limited over cricket was introduced.

The opening pair put on 63, and, at a later stage in the innings, Inst.-Lieut. Gordon Grace (a new Navy cap along with Lieuts. Peter and John Dunt and LME "Knocker" Whyte) scored 45 runs off 19 balls, including three sixes and three fours.

With Lieut. Gavin Lane going well at the other end, this onslaught produced 91 runs off 11 overs. Just before he was out for 50, Grace hit 17 off one over.

The Navy's attacking bowling and fielding pinned the Army back to a score of 131, Lucas taking 4-25, Lane 2-31, Healey 1-31 and Tordoff 1-1.

Navy scoreboard: Inst.-Cdr. G. G. Tordoff (H.M.S. Excellent) 26, Lieut. B. P. Toft (H.M.S. Bristol) 53, Lieut.-Cdr. R. C. Moylan-Jones (Ganges) 17, Lieut. S. J. B. Newsom (Collingwood) 5, Lieut. P. A. Dunt (Pembroke) 11, Lieut. G. B. D. Lane (H.M.S. Opportune) 49, Inst.-Lieut. J. M. Lucas (Collingwood) 0, Inst.-Lieut. G. I. Grace (Collingwood) 50, LME A. E. Whyte (H.M.S. Tiger) 13 not out, Capt. B. R. E. Persse, RM (HQ 24 Inf. Bde) 9 not out, extras 23, total 256-8.

### COMFORTABLE TASK

The following day, the R.A.F. were bowled out for 132 (Healey 3-32, Tordoff 4-30, Lane 2-42), and, with only 2½ runs an over required, the Navy took their batting task slowly but comfortably to win by eight wickets.

For Moylan-Jones, an innings of 79 not out was a fitting climax to his two highly successful seasons as the Navy's skipper.

Navy scoreboard: Inst.-Lieut. Tordoff 30, Lieut. Toft 1, Lieut.-Cdr. Moylan-Jones 79 not out, Lieut. Newsom 8 not out, extras 17, total 135-2.

## Biathlon — it's a swim-run

A biathlon, held during the Mayflower celebrations at Plymouth last year, was so successful that it has become an annual event.

It consists of a 100-metre swim and an 800-metre run, and in this year's event a three-man team from R.N. air station, Yeovilton, won the team award with a total of 5,900 points.

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## Ben gets run over!

Five Royal Navy runners took part in this year's tough Ben Nevis Race.

The course starts at Fort William and takes competitors to the top of Ben Nevis (4,118 feet) and back down to Fort William.

The art of running this race is not so much in the grind up the mountain as in the descent over the scree and rocks, and the naval runners were not very experienced at this.

### FIRST SAILOR

B. Jeffrey, of H.M.S. Lochinvar, in 49th position, was the first sailor home. B. Boyle was 103rd, and Lieut. Bob Chapman, the Navy 5,000-metre runner, was 104th.

The veteran Lieut.-Cdr. Bob Pape, of H.M.S. Neptune, finished 115th, and M. Penn was 133rd of the 180 starters.

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## NAVY'S BOSUNS BEST

National Bosun champion David Wines takes his spinnaker to the limit.

Navy helmsmen filled the first four places in the Bosun National Championships when Lieut. David Wines became national champion for the second successive year.

Forty boats — with mostly Navy and Army helmsmen — took part in the championships which were organized by the Plymouth branch of the RNSA in the Sound on September 11-12.

On the first day, David Wines built a strong title-defending position with two firsts.

Sunday's racing saw Sub-

Lieut. Bill Smith win the morning event, and the final race was a triumph for Navy sailing coach CPO Roy Mullender, with his wife Jean as crew.

Overall result was: 1, Lieut. Wines; 2, CPO Mullender; 3, R.Mech Les Henderson; 4, Sub-Lieut. W. N. Smith.

### FAIR ISLE RACE

Skippered by Lieut.-Cdr. Patrick Bryans, Border Raider, the RNSA (Forth) entry, came second in the Fair Isle International Yacht Race.

What was described as a "very hairy 240-mile spinnaker reach" from the Forth to Fair Isle, followed by a 50-mile beat into a force 8 gale, gave this race a brisk but successful christening.

Eight boats started, but from this modest beginning, the Forth Corinthian Yacht Club hope to build up a larger fleet in future years.

## 50 in full Navy soccer trials

The outlook for Royal Navy soccer seems somewhat brighter this season than last, writes Benbow.

Fifty players were nominated for the full Navy trials on September 27 and 28 which culminated in a match against Southampton Colts on the 29th, and they included more established Navy players than were available at the start of last season.

New players always must be found and coached into Navy players, but they normally come to light during these trials.

The 50 were recommended after trials and matches in the Plymouth, Portsmouth, Scotland

and Medway areas, the Tunney Cup matches at Eastney and Air Command Festival matches at Yeovilton.

Navy players still available are Atkey (Caledonia), Higgins (Depot RM Deal), Wilson,

Taylor (CTCRM), Johnson (DPRORM), Patterson (Collingwood), Huxtable (Collingwood), Horton (Dolphin), Merriman (Victory), Welsh (Fife), Smith (Scarborough), LS P. Scott (Paliser) and Hopley (Ark Royal).

Several former Navy players are also "knocking on the door," so competition for places should be good, and the Navy squad should benefit.

These include Hyslop, Vamplew, Mathoulin and Burch (all of Daedalus), Quinn (Culdrose), Hickmott (Warrior), Rogers (Repulse), LSA J. Scott (Cochrane), Clarke (CTCRM), Crockett (45 Cdo), Hocking (Collingwood) and Shackcloth (Sultan).

PO B. Crawford (Dryad), a Navy regular in 1969-70, is home and will need to work hard to get his place back. Another R.N. regular, Wilkinson (Ganges), has had to withdraw owing to various commitments.

### NAVY CUP

For teams in the Navy Cup, the trail towards the competition proper has begun in the four divisions — Portsmouth A and B, Scotland and Plymouth.

After the divisional finals on October 20, the semi-finals proper are on November 22 and 24, and the final is on December 8.

This year's preliminary coaches' course was the most successful for some time. Nine candidates were awarded the F.A. Coaching Certificate. Eight more were partially successful and arrangements will be made for them to be re-examined.

Much of this success was due to the work of Navy coaches Col.-Sgt. J. Ellis and Lieut. D. Probee, and the enthusiasm of those who took part.

## \* Goal girls twist sea dogs' tails! \*

The Seychelles Bulletin of August 31 carried a report of a hilarious soccer match which seems to have been something of a battle of the sexes — and a triumph for Women's Lib!

REMNI J. A. Williams, of H.M.S. Beagle, sent us the account of a Ladies v. Beagle / Bulldog fixture at the Seychelles College which the ladies won 9-5.

After the Navy had "ungalantly" opened the scoring, the Ladies, effectively employing feminine wiles, scored four goals — "one while the goalkeeper was lighting a cigarette (offered by a lady?), and another from a penalty kick quickly taken while he had his back to the ball!"

The men fought back valiantly, but, unfortunately, "one of their players fell asleep before he could shoot," and a bucket of water was needed to rouse him.

After the interval, a well-timed kick by referee Bob Carter added another goal for the ladies, and, despite the fact that the sailors managed two more goals, the girls scored a further four "to the delight of the huge crowd."

The match report concludes: "Final score was 9-5 for the ladies whose persistence had overcome the superior skill of the outnumbered sailors. Congratulations to the referee — the ladies appreciated all his efforts!"

### ROYALS WIN

In a two-day orienteering meeting in the U.S.A., a Royal Marines team beat a United States Marine Corps team.

Royal Marines, running as individuals, took the first three places in the U.S. Army trials.

## Ship rugby idea

At their autumn meeting on October 8, members of the R.N.R.U. committee will consider a proposal for an inter-establishment and ship rugby competition next season.

The proposal was put forward by Portsmouth Command, and it has been suggested that the competition should be in four areas — Scotland, Plymouth, Portsmouth A and B — with semi-finals and finals between the winners of the area contests.

The Fleet, however, has gone one better and is able to start inter-ship rugby competitions this season — one for large ships and one for small.

Sport starts on page 37

# Voce trains for England

AB Peter Voce, who has boxed at light-welterweight for England and was one of the Navy's two ABA quarter-finalists last year, has been selected for training with the England squad.

Voce, who had just left H.M.S. Cleopatra and resumed training at H.M.S. Temeraire, the R.N. School of P.T., promptly won a place in the England team for a multi-nation tournament in East Berlin from October 6 to 10.

His selection for the national training squad could lead to the chance of representing England in the Munich Olympics.

### CURTAIN UP

The curtain is going up on the Royal Navy's boxing season with the championship tournaments in the four commands, writes Puncher. Portsmouth and Plymouth are holding their open and novices competitions on October 6-7, Air Command at R.N. air station, Lossiemouth, on October 14-15, and the Royal Marines at Eastney on October 20-21.

### Fine weather for Plymouth race

The Navy's Plymouth-Fowey sailing race was completed in near-perfect weather and without mishap on September 17.

Thirty-two boats started off Rame Head and all crews finished the 16-mile course in under four hours. Stringent escort precautions were in force and there were many accompanying craft, including H.M.S. Walkerton.

The subsequent programme comprised events at Fowey on September 18 before the return to Plymouth next day.

The R.N. Inter-Command novices and youth competitions are being staged at H.M.S. Drake on October 27-28. The Royal Marines are expected to produce a team in the youth competition this year. Cpl. John Gane, a former Corps champion, is enthusiastically promoting boxing at the R.M. depot, Deal.

The Royal Navy team retain all their main fixtures, boxing at Sut-

ion Coldfield, Bath and Llandudno before Christmas, and in the Inter-Services matches in February.

Mne Billy Gray, after his disappointing performance in the C.S.B.A. Championships last season, is now based at Portsmouth after four years with the mobile 45 Commando. He could well win honours this season.

Commodore C. J. Cunningham

resumes as president of R.N. boxing, and Capt. T. R. Cruddas takes over the chairmanship from Lieut.-Col P. G. Davis, who is bound for "civvy street."

Maj. J. C. Beadle remains in charge of welfare as team manager, and Col.-Sgt. Derek Evans will be "wielding the whip."

## Phil fourth in Holland

This season's prospects for the Royal Navy squash team look as good as they have done at any time since the vintage years of the early 1950s, the last time the Navy were inter-Service champions.

Unfortunately, the Army and R.A.F. will also be extremely strong, each being led by an international with several county players in support.

The Navy team's strength still rests mainly on Robin Bawtree, probably one of England's top 20 players, whose appearance for the first time in the Portsmouth area should give squash a boost in this region.

The Navy squash trials at the U.S. Sports Club on October 2 provided an opportunity for new players to test their skill against the established performers.

### CHAMPIONSHIPS

The other important Navy squash events are the Inter-Command Championships at RNEC Manadon on November 19-20, and the Royal Navy Championships at Portsmouth on February 4-6.

Further details of Navy squash can be obtained from the secretary, Lieut.-Cdr. J. M. Benson, Roberts Hall, Royal Military College of Science, Shrivenham, near Swindon, Wiltshire.

## OVER THE STICKS!

One sign of the growing popularity of good horsemanship in the Navy is to be found at Western Fleet Headquarters, Northwood, Middlesex, where there is a thriving riding club. It is attached to the newly-formed Middlesex Joint Services Riding Club (comprising R.A.F. stations Northolt, Stanmore, Uxbridge, Northwood, and H.M.S. Warrior).

Chief Airman (Met) Tony Bell, secretary of the MJSRC, was selected to appear for H.M.S. Warrior in the novice show jumping event of the RAF Equitation Championships at RAF North Luffenham on September 11.

Pictured here in training at a Buckinghamshire farm, Tony earlier represented H.M.S. Warrior at the Strike Command Equitation Championships where he won a special award for the first clear round of the day.

Training and normal horse riding for the club takes place, with expert tuition, at riding stables in Buckinghamshire, and the club's members include 20 serving R.N. personnel.



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SPORT  
PAGE 3

# Navy swim to a hat-trick

At R.A.F. Cranwell on September 12 and 13, the Royal Navy won the Inter-Services Swimming Championship for the third successive year — but only after beating off a tremendous challenge from the Army.

Commenting on the points score — Royal Navy 91, Army 87, R.A.F. 47 — Navy swim coach CPO "Paddy" Hayes said, "It was a lot closer than we expected."

"This was the hardest fought Inter-Services Championship ever between the Navy and the Army," he added.

The Navy won six of the swimming events (compared with nine last year), and there were surprise defeats for LAM Dave Wilson (third in the 110 yards butterfly behind two Army swimmers) and Mne Jim Pearson (second to the Army's L/Cpl. M. Gibson in both the 440 and 880 yards freestyle).

## SUPERB SWIMMING

But superb swimming by international John Blake (110 and 220 yards freestyle) and Mne Dave Finnigan (110 and 220 yards breast-stroke) secured four title clinching victories.

Blake's time for the 220 freestyle of 2min. 9sec. was a new Inter-Services record, and Wilson winning the individual medley — after a great struggle with Hurst (Army) — returned a Navy-best time of 3min. 31.4sec.

CRO Wally Parsons swam second to Finnigan to give the Navy one and two in both the 110 and 220 yards breast-stroke.

## trick

A great swim by Blake on the freestyle leg of the medley relay pulled the Navy team up from two yards down to win by a yard. The team was Bob Burley (backstroke), Dave Finnigan (breast-stroke), Neville Foot (butterfly) and Blake.

The Army won the water polo tournament with 15 points — R.A.F. 10, Navy 5.

## MILE CHAMPION

Jim Pearson, the new Hampshire mile and half-mile champion, is the first Navy team member to win the mile title.

On August 31 the Navy beat Otters S.C. for the first time at swimming and water polo. The Navy have also beaten Civil Service, and, on goal average, won a water polo tournament at H.M.S. Ganges against Sutton and Cheam, Greater London Council, Enfield and the R.N. "B" team.

## BERLIN TOURNNEY

The Navy is sending a team for the third year to compete in an international tournament in Berlin with top clubs from Denmark, Sweden, West Germany, Luxembourg, the British Army, and, possibly, East Germany.



Swimmers from H.M.S. Mauritius, Island champions in 1969 and fourth in 1970, are again champions of Mauritius.

In the finals on August 28 they secured nine individual wins and won all three team relays, gaining eight firsts to score. Their total of 12 firsts included 10 new Mauritian records.

The Navy team won the championship with 83 points, Port Louis S.C. being second with 56.

H.M.S. Mauritius swimmers also helped Vacoas-Phoenix win the inter-town championship, and were placed first, fourth and fifth in the individual championship.

Serious daily training had preceded the heats on August 14 when H.M.S. Mauritius had at least one swimmer in each scoring event.

Successes on finals day included two R.N. schoolgirls finishing first and second in the ladies' breast-stroke and freestyle events, and John Hartwell setting up a new record in the 50-metre breast-stroke for the over-40s.

## PO's ROCK RUN BREAKS RECORD

During a race up the Rock of Gibraltar, PO Bartley (right), of H.M.S. Bulwark, got to the top in a time which was 40 seconds faster than the old record.

Several ratings from the commando carrier took part in the race, and PO Bartley took only 19min. 30sec. to cover the course.



## GRAND CANYON — AN EPIC EXPED.

Lieut. Graham Castle, a Wessex helicopter pilot from H.M.S. Antrim, and PO Roger Crane (H.M.S. Caedonia), were in the first British Grand Canyon Expedition, a canoe descent of the Colorado River through some of the world's largest rapids.

The expedition, civilian run and organized, took over a dozen British kayak paddlers to the U.S.A. for three weeks in July.

## DESERT TRAIL

After travelling from Dublin to Chicago and on to Denver by air, the expedition went by cattle truck to Salida, and then set off over the Rockies and across 400 miles of desert along the Navajho Trail towards the Great Divide and the Grand Canyon.

Paddling six hours each day through scenery of increasing splendour and rapids of increasing severity, they camped by night, usually on a sandy beach or spit.

The challenge of negotiating masses of ferocious water compressed between cliffs thousands of feet high was one not to be forgotten.

## 225 MILES

After ten days and 225 miles on the river, members were happy that the Grand Canyon had lived up to its reputation for scenery, ruggedness and white water, but relieved to have survived with no more than a good sun tan.



PO Roger Crane battles his way through one of the Colorado River's many fierce rapids during the first British Grand Canyon Expedition.

## Admiral runner-up

Rear-Admiral Frederick Lawson, Flag Officer Medway, was runner-up to Supply Lieut. Derek Cooper in the Medway Naval Golf Society annual championship on September 20. Lieut. Cooper played off a 14 handicap for a net score of 69.

CPO T. W. G. Cheek won the Golf World Magazine Trophy at the Royal Navy Portland Golf Association's competition in August at the Came Down club.

Twenty-eight golfers took part in the competi-

tion which is held annually by the RNPGB, a golf association for serving members of the Royal Navy based at Portland in ships, at the helicopter station, in the Admiralty Underwater Weapons Establishment, and on the staff of the Flag Officer Sea Training.

Runner-up was Lieut. R. P. Seymour; best scratch, Sub-Lieut. G. B. J. Wilson; Stableford winners, Lieut. Seymour and Lieut.-Cdr. B. Barrett.

## FIXTURES October

- 4-5 — Judo: Individual and Command championships, H.M.S. Raleigh.
- 6-7 — Boxing: Portsmouth Command Championships, Plymouth Command Championships, Plymouth.
- 13 — Soccer: Royal Navy v. Oxford University, Portsmouth.
- 14-15 — Boxing: N.A.C. Championships, Lissiemouth.
- 14-16 — Rugby: Inter-Command Under-19s, Plymouth.
- 14 — Swimming: Royal Navy v. Southampton, Southampton.
- 20-21 — Boxing: Royal Marine Championships, Eastney.
- 27-28 — Boxing: Royal Navy Novices and Youth Championships, H.M.S. Drake.
- 28 — Soccer: Royal Navy v. Cambridge University, Cambridge.

H.M.S. Daedalus 'A' team won a seven-a-side rugby knock-out competition at the U.S. Ground, Portsmouth, on September 15. They beat R.M.B. Eastney 12-4 in the final.

## MOTOR BODY GATHERS SPEED

Many people in the Royal Navy share an interest in motors and what makes them tick over.

Up to now, the lack of organized motor sport in the Service has caused individual enthusiasts to join civilian clubs to enter local events, and the formation of a "clique" to enter longer national events.

This is part of the reasoning behind the formation of the Royal Naval and Royal Marines Motor-riding Association.

Area representatives, liaising with local clubs and traders, will inform members of local events and discounts available for motor-riding accessories.

## EARLY INVITES

When the Association has completed its club rules, it can register with the RAC and ACU to get approval to organize and compete in events.

"Feelers" have already been pushed out to other motoring organizations, and the Association has been invited to take part in a trial organized by the All Wheel Drive Club and a rally held by the R.A.F. Brize Norton Motor Sports Club. Inquiries have also been made about affiliation to the Royal Air Force Motor

## Sports Association.

Cheaper motor insurance, for which the Association is negotiating, would be another bonus for members.

BSM have offered a 10 per cent. reduction on all their facilities, including their high performance course.

Three members, forming a Royal Marines team, entered the International Six Days Trial in the Isle of Man between September 20 and 26.

The event — the Olympics of the motor-cycle trials world — always proves a test of rider and machine.

Association membership is open to all serving members of the RN, RM, WRNS, and QARNS. Members of the RNR, RMR and WRNR, and retired personnel, can be associate members.

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# Well stone us, we're preserved!

Navy News is preserved for posterity as a copy of our 40-page September issue, tied with blue ribbon, goes into a naval cartridge to be placed beneath the foundation stone of the Commodore's new office building — Hardy Block — at Royal Naval Barracks, Portsmouth.

The photographer recorded the "historic" moment as the Second Sea Lord (Admiral Sir Andrew Lewis) dropped Navy News into the case, with coins, rules, plans and other souvenirs, when he laid the foundation stone in September to commemorate redevelopment of the Barracks — which is the home of Navy News.

Rather ungallantly, and quite untruthfully, one national newspaper implied that Navy News was used only because The Times was not available through the printing dispute and the racing edition of a London evening was considered not quite the thing! Just for the record, the Fleet's own newspaper was being preserved for its own merits and whether there were daily papers or not.

## ON DISPLAY

The silver trowel and gavel used by Admiral Lewis to lay the stone were later presented to Commodore C. J. A. Johnson (left in picture) as a memento, and will eventually be displayed in the new building.

In his address Admiral Lewis said that to retain men, with all the expensive training given them, the Service must provide living standards ashore as good as could be expected in other walks of life. Top management was well aware of the needs of single and unaccompanied men, and they would not be put at the end of the queue.



By the end of the Seventies, redevelopment at the Barracks will have cost about £7m; of which £1.7m. has already been spent. The Commodore's new office building is part of a contract

to provide seven new buildings at a cost of about £21m. Completion of this work in the summer of 1973 will change the whole face of the present Barracks.

Photo: PO Dave Morris.

## Farewell steampast in the Straits

(Continued from page 1)

A climax to the ceremonies to mark the conclusion of the "run down" will be a farewell steampast by the Far East Fleet in the Singapore Straits on Saturday, October 30, for the C-in-C Far East (Air Chief Marshal Sir Brian Burnett).

Some 20 Royal Navy and Royal Fleet Auxiliary ships, led by the Flag Officer Second-in-Command, Far East Fleet (Rear-Admiral D. Williams) in H.M.S. Glamorgan, will sail past the R.F.A. landing ship logistic Sir Bedivere, from which the C-in-C will take the salute and in which Admiral Troup will fly his flag.

From H.M.S. Eagle, 20 fixed-winged naval aircraft will fly overhead, with 30 helicopters from the aircraft carrier and other ships of the fleet.

H.M.S. Terror (the R.N. Barracks) will be handed over to ANZUK as part of the Woodlands Garrison, on Saturday, October 9, although the ship name — taken from the monitor that was the first base ship in Singapore in 1933 — is to continue until the beginning of December.

The wardroom of Terror will form the background for the ceremony on Saturday, October 2,

when the Queen's Colour of the Far East Fleet will be paraded before being taken out by boat to H.M.S. Eagle for shipment to Britain. The Eagle will mount a royal guard.

## SIMBANG CLOSED

H.M.S. Simbang, the Royal Navy's last overseas air station, was closed on September 30, and incorporated with the Army establishments at Nee Soon to become the ANZUK Sembawang Garrison, accommodating 28 Commonwealth Brigade HQ and men of the New Zealand infantry, the Royal Australian Regiment, the Royal Highland Fusiliers, and supporting units.

The Royal Navy will, however, continue to control the airfield at Simbang until the end of October, when 40 Commando Royal Marines embark in H.M.S. Albion, for the United Kingdom.

The Commando, which has served continuously overseas for 25 years, ceremonially marches its Queen's and Regimental Colours out of Kangaw Barracks in H.M.S. Simbang and through the Naval Base on Thursday, October 28, to H.M.S. Albion.

much they could influence others simply by what they say and how they say it. Those who realise this radiate enthusiasm, hold the attention of their listeners with bright, sparkling conversation that attracts friends and opportunities wherever they go. After all, conversation has certain fundamental rules and principles. The good talkers whom you admire know these rules and apply them whenever they converse. Learn the rules and make your conversation brighter, more entertaining and impressive.

## FREE

To acquaint more readers with the easy-to-follow rules for developing skill in everyday conversation, full details of this interesting self-training method have been printed in a 28-page book, sent free on request.

Simply write to: Conversation Studies (Dept. NNS/CSI), 2 Basil St., London, S.W.3.

With good gear, who needs dollies . . .

"Not the biggest navy in the world, but the best" . . . the oft-repeated phrase took on real meaning at the Royal Naval College, Greenwich, from September 21 to 25, when representatives of 55 nations flocked to see what they could buy of R.N. equipment.

More than 60 firms with names familiar throughout the Service had set up their attractive stands, giving demonstrations and engaging in deep technical discussions with potential buyers from overseas.

There was something obviously different about this exhibition — no dollies!

Apart from one or two Wrens

## Navy Days records

"See the ships — meet the men" was the slogan of Navy Days, and how the public responded! At Portsmouth and Plymouth attendance figures smashed all records — in both cases total attendance for the three days was 20,000 more than last year and about 7,000 up on the previous high. Portsmouth attracted 83,584 and Plymouth 77,433.

Chatham's two open days also proved highly popular, attracting 57,000 visitors, an increase on last year.

## Portland success

Portland has been running "mini Navy Days" all the summer, and the experiment has been a great success. Each week-end, from May 1 to August 8, one ship was open to the public on Saturday afternoon and Sunday afternoon.

Visitors totalled 27,217, and this included Portland's Open Days on July 24 and 25 when 30,621 attended.

The Chief of the Defence Staff (Admiral of the Fleet Sir Peter Hill-Norton) formally opened the National Defence College (formerly the Joint Services Staff College) at Latimer, Bucks, on September 22.

and one pair of slightly self-conscious hot pants, this was a gathering of dedicated highly-professional males — to explain what was on offer in defence equipment, and study what might be useful (or financially possible) to acquire.

The success of these defence sales means a very great deal to the Royal Navy.

Explained Vice-Admiral Sir Anthony Griffin, Controller of the Navy, in opening the exhibition:

"You may wonder why we put so much emphasis on the sale of defence equipment, but if you were in my shoes as Controller, faced with a limited budget for research and development to be set against soaring R and D costs, it would soon be apparent that it is necessary for us to tap a bigger market than the Royal Navy itself can provide, in order to make new equipments cost effective both in production and R and D.

"Thus, if you buy from us, you help to keep down both the cost to you and the cost to us."

## SURPRISE VISIT

Visitors to the exhibition were able to inspect the full range of mechanical, electrical, and electronic items for Navy use, the equipment on show ranging from a 35-ton propulsion gearbox to miniature electronic circuits weighing less than an ounce.

While the exhibition was in progress, naval ships in the Thames nearby were open to the public. They were the frigate H.M.S. Euryalus, minesweeper H.M.S. Solent and R.F.A. Green Rover.

A surprise item for the exhibition visitors was a further demonstration of that remarkable aircraft the Harrier, which landed and took off from the Green Rover, using the helicopter platform.

## Now for home. . .

A trip to Japan was the last "local foreign" visit for H.M.S. Hubberston after more than five years in the Far East.

## ARE YOU A POOR TALKER?

A NOTED international publisher reports that there is a simple technique of everyday conversation which can pay you real dividends in both social and professional advancement. It works like magic to give you added poise, self-confidence, and greater popularity. The details of this method are described in a fascinating book, "Adventures in Conversation," sent free on request.

## INFLUENCE

According to this publisher, many people do not realise how

## WHAT THIS FREE BOOK WILL SHOW YOU

How to talk easily and effectively!  
How to overcome self-consciousness!  
How to win friends — and impress people!  
How to succeed in your job and social life!  
How to increase your word power!  
How to develop poise, charm and personality!  
How to say the right thing always!

## SWIFT — AND SURE!

Swift and sure — two very necessary characteristics of a submarine hunter-killer. And that is the primary role of the Royal Navy's seventh nuclear Fleet submarine, the appropriately named H.M.S. Swiftsure.

Launched from Vickers' Barrow works by Lady Pollock, wife of the First Sea Lord, Admiral Sir Michael Pollock, the 272ft. Swiftsure will be an improvement on her predecessors of the Valiant class.

With her more advanced equipment and new type of propulsion unit, built by Rolls-Royce, she will be faster and able to work at greater

depths.

Refuelling of the reactor will be necessary only at very long intervals and as the Swiftsure's complement of 12 officers and 80 men will enjoy the latest in air conditioning, she will be able to undertake long underwater patrols without "coming up for air."

The Swiftsure — seen here taking up the slack on the drag chains as workers and families cheer her on her way — is being followed by two more Fleet submarines, H.M.S. Sovereign and H.M.S. Superb, one of which can be seen nearing completion on the slip.

